

Latitude 38

VOLUME 154, APRIL 1990

CIRCULATION: 48,000



PAID
#1206
U.S. POSTAGE
BULK RATE
CALIFORNIA 94080
SO. SAN FRANCISCO

BEST BUYS

NEW OR USED

CALL 1-800-262-5959 (415) 451-7000

NORTHERN CALIFORNIA'S BEST BROKERAGE



CAMARGUE 48, Reduced to \$329,000. 1989. (Sistership).



O'DAY 37 \$45,000. Gorgeous!! Cruise ready, - loaded!



CAL 33. \$27,500. Rugged cruiser/Racer, 1973. Great Value!



LORD NELSON 37 Try \$105,000. Beautiful interior, radar, cellular phone, diesel; 1,300 mile range.

SAILBOATS

22' CATALINA	\$3,500
23' ERICSON, exc. cond.	7,500
24' S-2 '87, LIKE NEW	OFFERS
25' SANTANA, 77	8,000
27' CS	20,500
28' ERICSON, '82	29,000
28' O'DAY	17,500
29' C&C	32,500

SAILBOATS - CONTINUED

30' CAPE DORY, '87	89,500
33' CAL, '73	25,000
36' LAPWORTH	14,000
36' CS	69,500
36' CS, '83, loaded	75,000
38' MORGAN, '79	61,000
39' LANDFALL, '79	75,000
45' HANS CHRISTIAN, '76	\$137,500

SAILBOATS - CONTINUED

46' GARDEN KETCH	165,000
50' CS, '88, reduced	295,000
POWER	
24' FIBREFORM	\$11,800
25' CARVER, '88	43,000
28' BAYLINER, like new	38,000
28' CARVER, '75, clean, loaded	23,000
30' TOLLY, '78	46,000

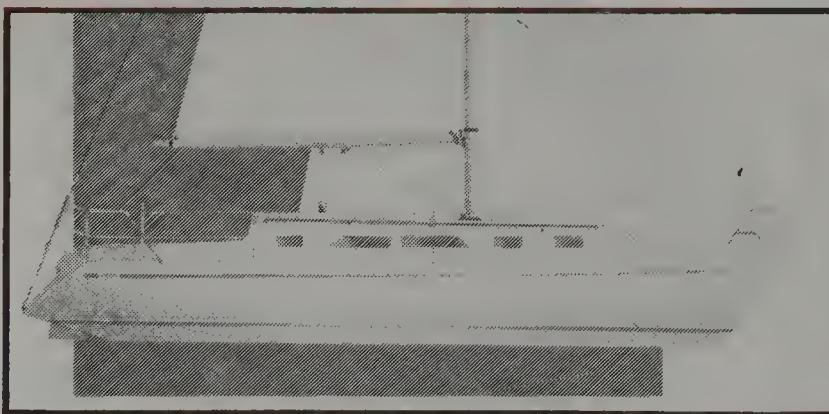
30' WILLARD VEGA, '74 42,500

POWER - CONTINUED	
34' SILVERTON	79,950
35' GOLDEN GATE, '79	59,500
36' CARVER, '85, like new	114,500
37' LORD NELSON tug, '83	105,000
38' PT, '87, loaded, clean	129,000
40' CUSTOM TRAWLER, '81	87,500
40' COOPER, '89, low hrs	165,000

42' GRAND BANKS, '81 175,000

POWER - CONTINUED	
42' CALIF., new engines	140,000
48' CHRIS CRAFT, '86	210,000
48' CAMARGUE, '89, reduced	329,000
51' BLUEWATER, '85	186,000
52' PT, '87	335,000
59' CHRIS CRAFT, '66	169,000
62' WHEELER, certified	185,000

THE WINNER IS . . . NEW CS 34



THE NEW CS 34

The Yacht of the '90's
Arrives in April

SPECIAL

Cruise or Race
Equipped
\$84,500

ONLY FIVE AVAILABLE
AT THIS PRICE!
You Owe Yourself A Look!!

SALES & RENTALS WORLDWIDE

D'ANNA

YACHT CENTER, INC.

Call Us - You'll Be Glad You Did!

(415) 451-7000 • 1-800-262-5959

11 Embarcadero West #100, Oakland, CA 94607

NO SNOW JOB!

When Mike Creazzi bought his Santana 35, he decided his new "toy" with "runners" (as in backstays) deserved to be named accordingly. And true to the name, "Flexible Flyer" slid into first place in this year's Golden Gate Midwinters' PHRF 2 and Santana 35 one design divisions.

"Flexible Flyer," her dedicated crew and her Pineapple Sails withstood a spreader-splashing knockdown in February's notoriously gusty race and a broken spinnaker pole on a crucial last downwind leg in March.

For sails that are a lot more than just "fair weather friends," Mike and his "sled" relied on Pineapple Sails for his winter success.

Successes are our specialty — the whole year around.



FLEXIBLE FLYER*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2
Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland



PINEAPPLE SAILS

(415) 444-4321

123 SECOND STREET, OAKLAND, CALIFORNIA 94607

*Powered by Pineapples



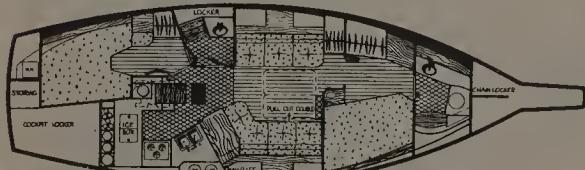
NORTHERN CALIFORNIA'S VALUE LEADERS

BENETEAU • MASON • PASSPORT • PEARSON • TIARA • ISLAND PACKET

1220 Brickyard Cove Rd., Pt. Richmond (415) 236-2633 FAX (415) 234-0118

Eight key features a well designed cruising yacht should have. They're all standard on every Island Packet.

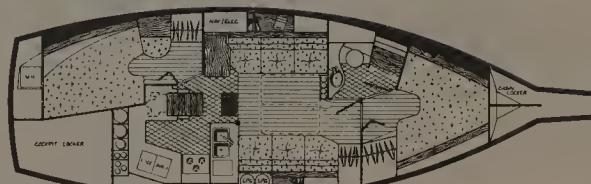
- 1.** Performance with Seakeeping: Our exclusive Full Foil Keel™ provides spirited performance with superior control and safety.
- 2.** Integral Hull and Keel: The strongest possible construction is provided by Island Packet's one piece, hand laminated hull and keel.
- 3.** Failsafe Steering System: Island Packet's geared rack and pinion steering system provides positive feel and unfaltering reliability.
- 4.** Protected Propeller and Rudder: Island Packet's design minimizes fouling or damage.
- 5.** Versatile, Easily Handled Sailplan: Our cutter rig adapts to a wide range of conditions with minimum effort.
- 6.** Protective Bulwarks for Safety on Deck: Island Packet's recessed deck design provides security underfoot.
- 7.** Immediate Anchor Access: Our wide platform provides tangle free ground tackle storage - always ready for use.
- 8.** Value: Rugged construction and high resale value protect your investment.



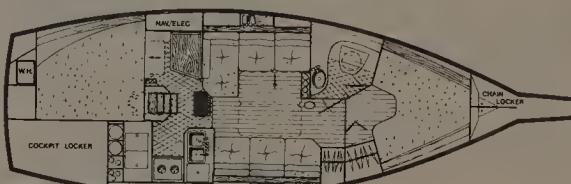
Island Packet 38



Island Packet 35



Island Packet 35



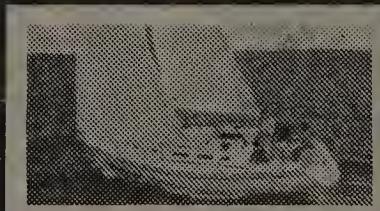
Island Packet 32

 **ISLAND PACKET YACHTS**

Modern Yachts in the Finest Tradition



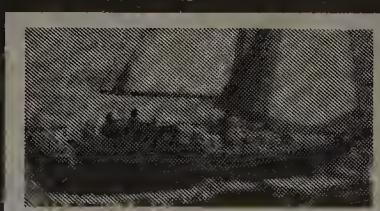
BENETEAU 42. Custom everything. Invested \$300,000. Asking \$119,000.



1986 PEARSON 33. Harken furling. Loran. Auto-pilot. Dodger \$71,900.



PASSPORT 37. 1987. Lightly used. Professionally maintained. \$136,500.



1983 NORSEMAN. Customized yacht. At our harbor. \$215,000.



1984 BENETEAU 38. Twin aft cabins. \$95,000.



1984 CATALINA 30. Large diesel. Wheel steering. Undergoing complete blister job. Bargain at \$33,000.

SAIL BROKERAGE

62' Motorsailer ketch	135,000	35' Beneteau	58,000
51' Beneteau	250,000	34' Wylie	(3) 39,900
47' Passport	220,000	34' Pearson	68,000
44' Mason Cutter	224,000	* 33' Pearson	71,900
* 44' Norseman ctr cckpt	215,000	* 33' Aphrodite	27,950
44' Peterson, ctr cckpt	125,000	* 33' Dehler	65,000
42' Pearson 424 ketch	105,000	* 33' Ranger, Harken	34,500
* 42' Beneteau	119,000	32' C&C Diesel, Wheel	40,000
42' Passport Cutter	150,000	* 33' Morgan, Dsl, Wheel	29,950
41' C&C, race equipped	130,000	32' Beneteau	39,900
41' Nelson-Marek	99,000	* 30' Tartan	19,500
41' Newport	78,000	* 30' Pearson	(2) 20,800
40' Beneteau 405	119,000	* 30' Island Bahama	29,900
40' Olson	129,000	30' Newport	Reduced 24,000
40' Farr	130,000	30' Catalina 1984 Dsl Wheel	33,000
* 40' Swift	99,000	* 30' Cal 3-30	24,950
* 40' Columbia	39,500	* 29' Ericson	23,500
* 40' Lingard	64,500	* 28' Pearson	31,500
41' Hinckley	125,000	* 28' Islander 28, Diesel	29,750
* 40' Beneteau 10R	115,000	* 27' Cal 2-27	21,000
35' Ericson	98,900		
38' Farallone Clipper	35,000		
* 38' Peterson Brown Sugar	75,000		
38' Hinckley	88,000		
38' Beneteau 1983	95,000		
38' Morgan	61,000		
37' Swan 371 Loaded	149,000		
37' Express	99,000		
37' Endeavour	64,500		
37' Ranger	39,000		
37' Beneteau 375	77,000		
36' Custom, Kauri	89,000		
* 36' Islander	49,000		
36' Pearson 1985	97,500		
35' Santana	54,950		
35' Niagara	77,900		

FEATURED BOAT

1983 SWIFT 40 CENTER COCKPIT. Sparkman & Stephens design built to Lloyd's specs. Weatherfax, radar, Sat nav, loran, wind vane, auto-pilot, cold plate freezer, 3 battery banks, harken furling, sailing dinghy, 3 anchors 300' chain, and more. Must sell, excellent condition \$99,000.

CONTENTS

subscriptions	7
calendar	19
letters	37
loose lips	85
sightings	94
performance cruising	110
spring prep	114
the ocean pokey	120
boat tax	122
bom: olson 30	124
spring crew list	128
the sake run	136
congressional cup	140
product highlights	143
max ebb: the grey area	144
guide to s.f. racing	148
idiots guide to fasteners	150
the world of chartering	152
the racing sheet	166
changes in latitudes	176
classy classifieds	186
brokerage	198
advertiser's index	198

COVER PHOTO: Latitude/Richard
Would you like to swing on a sail?

Graphic Design: Terri L. Wilder
Copyright 1990 Latitude 38 Publishing Co., Inc.

Call
for your
appointment today!

TEST DRIVE A BENETEAU



Feel the joy of sailing a Beneteau, see firsthand the quality built into every Beneteau unmatched by any other production builder today. Hear how you can get a great deal on a great boat. Chances are once you sail a Beneteau everything else is just ... everything else.



PassageYachts
INC

1220 Brickyard Cove Rd., Pt. Richmond, CA 94801
(415) 236-2633 FAX: (415) 234-0118

Beneteaus at our docks now!
FIRST 41s5 • 35s5 • 32s5 • OCEANIS 430 • 390 • 350

Sail shape ...not Sales Hype!

Photo by Latitude 38

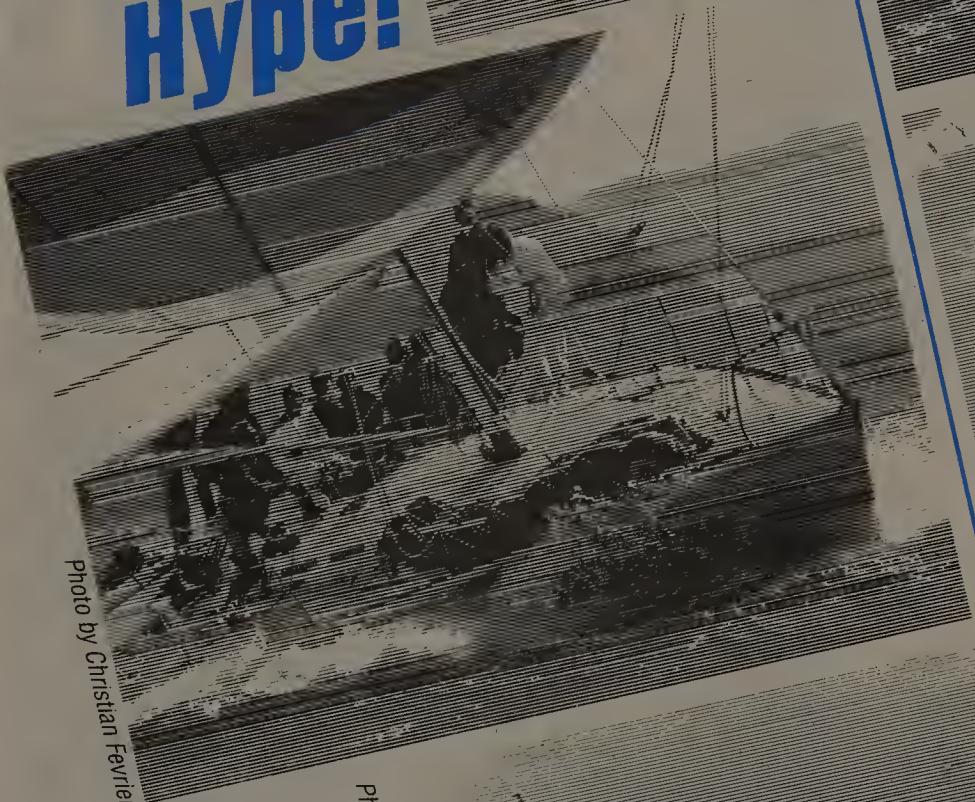


Photo by Christian Ferrier

Photo by Doris Kalin

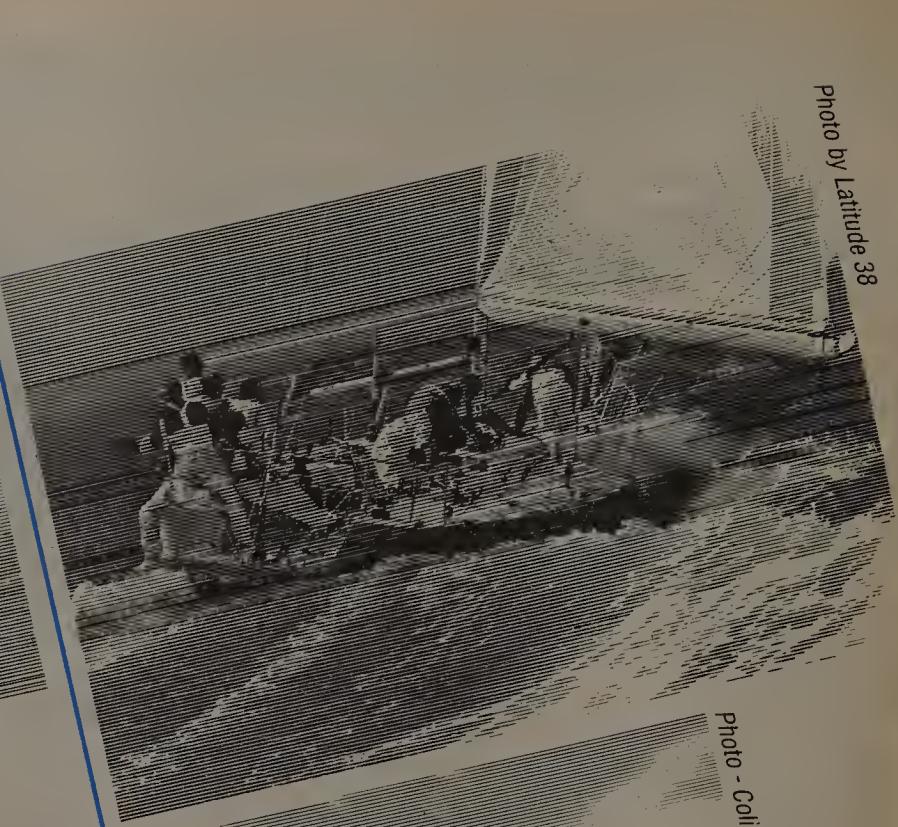
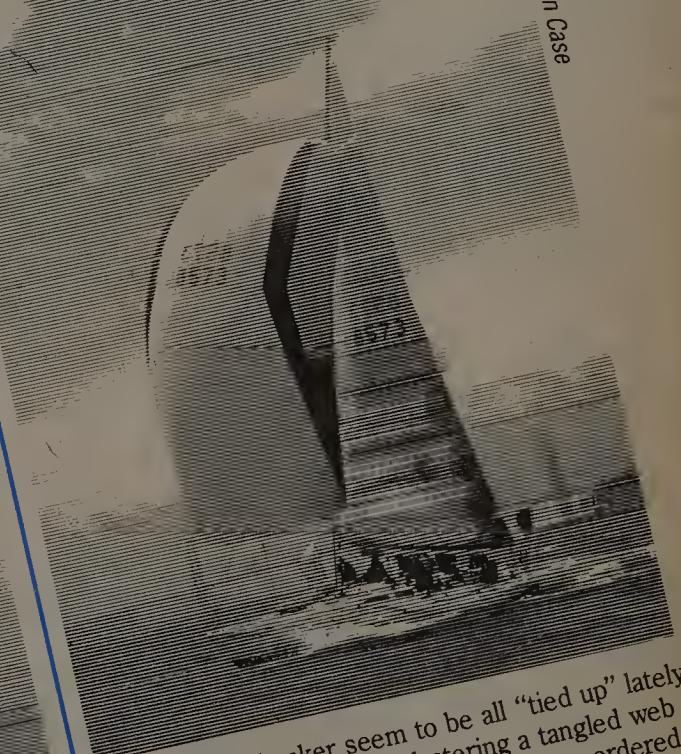


Photo - Colin Case



Does your sailmaker seem to be all "tied up" lately? And so preoccupied with plastering a tangled web of tapes and straps all over the new sail you ordered... in the first place? Are you just **shape** confused by all the sales hype that some lofts are spewing out? And still waiting for proof that "this year's" hot new gimmick is really faster than "last year's" hot new gimmick?

If this all sounds just a bit familiar, maybe it's time to talk to us. We're the sailmaker that believes in developing and refining our fast ideas year-to-year... and letting the results *on the racecourse* speak for themselves! North Sails. Specialists in **shape**, not **hype**!



2415 Mariner Square
Alameda, CA. 94501
(415) 522-5373

Photo by Latitude 38

SUBSCRIPTIONS

Enclosed is \$45.00 for one year
First Class Postage (Delivery Time 2 to 3 days)
(Canada: First Class *only*)
 First Class Renewal

Enclosed is \$20.00 for one year
Third Class Postage (Delivery Time 2 to 3 weeks)
 Third Class Renewal

Gift Subscription
Gift Card to read from:

We regret that we cannot accept foreign subscriptions.
Please allow 6 to 8 weeks for delivery of first issue.

Name _____

Address _____

City _____ State _____ Zip _____

DISTRIBUTION — Northern California

We have a distribution point in Northern California which will distribute copies of *Latitude 38*. Enclosed is our name and street address. Copies will be sent via UPS at no cost to the distributor.

Please send me further information for distribution outside Northern California.

Name _____

Address _____

City _____ State _____ Zip _____

Phone Number _____

Latitude 38

"we go where the wind blows"

Publisher & Executive Editor Richard Spindler
Co-Publisher Kathleen McCarthy

Managing Editor John Riise
Associate Editor Rob Moore
Advertising John Arndt
Advertising Mitch Perkins
General Manager Terri L. Wilder
Production / Classy Classifieds Colleen Levine
Production Suzanne Tumicki
Bookkeeping Kay Rudiger

P. O. Box 1678, Sausalito, CA 94966
(415) 383-8200 FAX: (415) 383-5816

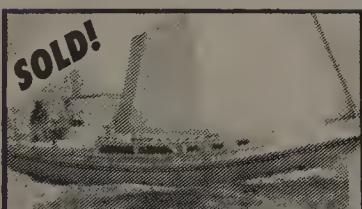
Catalina Yachts
THE SAILOR'S CHOICE

A BETTER WAY TO BUY A BOAT.

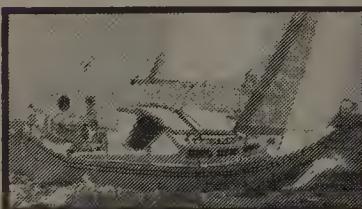
In Santa Cruz you can relax and view our boats at your own pace. We'll have time to discuss your desires and answer your questions. So please, give us a call . . . you can avoid the Bay Area rat race, you'll enjoy our place and our pace.



CATALINA 42



CATALINA 34



CATALINA 30

Hobie 21, demo w/spinn. Inquire
Cal 22, '88 w/trlr \$9,800
Ranger 23, w/trlr \$ 9,200
Olson 25, S.C. btl w/trlr \$16,900
Ranger 26, spin equipt \$ 9,500
Cal 2-29, dsl, new epoxy btm \$21,500
Cal 2-29, dsl, tabernacle mast SOLD
Cal 31, '79 \$36,900
Cal 33, '88, sailed twice \$79,500
Cal 34, dsl \$29,900
Catalina 34, '87 SOLD
Coronado 35, grp liveaboard \$32,500
Yorktown 35, '77 \$28,500
Olson 40, Hot, Hot, Hot SOLD
Doug Peterson 34-ft, '82 SOLD
POWER
Chris Craft 38, fly bridge \$64,900



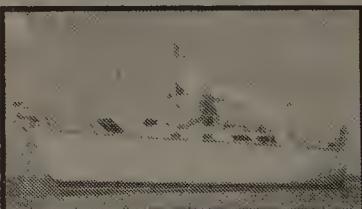
OLSON 25. George Olson's most innovative design. Take the family or race around the Bay. Many sails, deluxe interior, trailer rounds out this extraordinary package. \$16,900.



CATALINA 30, '89. Exceptionally well equipped, superclean, full instrumentation, sails, hot & cold pressure water plus 3 cyl. diesel upgrade. The best you'll find at \$43,500.



CAL 31 Well equipped one-owner yacht. Diesel engine, Harken roller furling, spinnaker and great electronics package. \$33,500.



CAL 33 '88. One of the most creative cruising designs ever! Dbl spreader tapered rig, spin., full batten main & great electronics. \$79,000.



CAL 34 Diesel engine, tabernacle mast and C & G stove make this popular Lapworth design worth considering at \$29,000.



CORONADO 35 Spacious, comfortable liveaboard, at an affordable price. Includes h & c pressure water, propane stove, refer. \$27,500.

O'Neill Yachts — Providing Consistent Quality Boat Dealership
for Monterey Bay

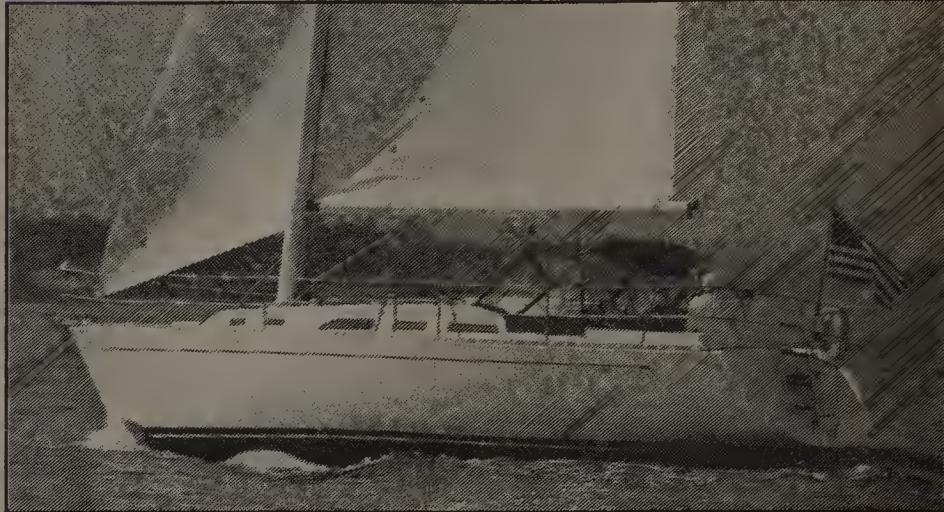
O'NEILL YACHTS

2222 EAST CLIFF DRIVE • SANTA CRUZ, CA 95062
(408) 476-5202

y a c h t m a t c h™

"Building On A Better Idea"

FREEDOM ★ 38



FREEDOM DELIVERS

INDEPENDENCE: No need for extra crew.

SAFETY: American Bureau of Shipping certificate on each yacht.

RELIABILITY: Ten year hull warranty and lifetime guarantee on the carbon fiber spar to the original owner.

VALUE: This yacht is available in April at the Boat Show at a special discount – saving you, the buyer – over \$10,000!!

Call today and let us show you why FREEDOM truly delivers FREEDOM.

DEALERS
FOR
FREEDOM,
STEVENS
AND
C & C
SO. CAL.

CRUISING WORLD PACIFIC
2099 GRAND ST.
ALAMEDA,
CALIFORNIA 94501
PHONE (415) 521-1929
FAX (415) 522-6198

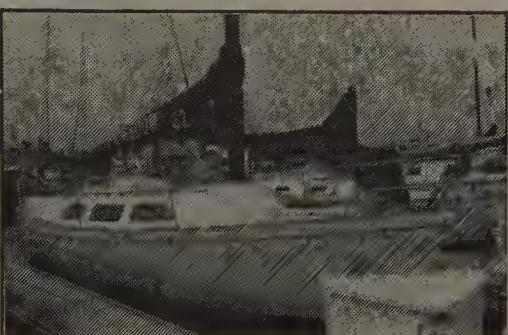
CRUISING WORLD PACIFIC
1071 SHAFTER ST.
SAN DIEGO,
CALIFORNIA 92106
PHONE (619) 224-3277
FAX (619) 224-9225



Whether Buying or Selling. Let Our Idea Work For You. Call Today.



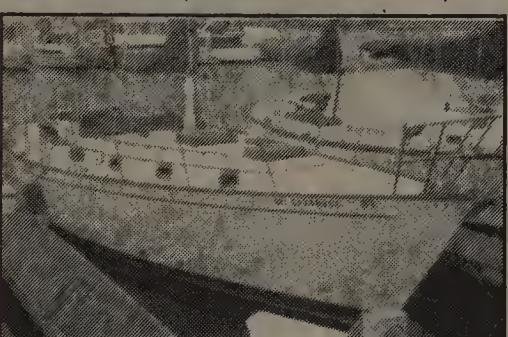
Freedom 36, 1987 \$119,500



Freedom 32, 1985 \$69,500



Hans Christian 45, '76 .. \$137,500



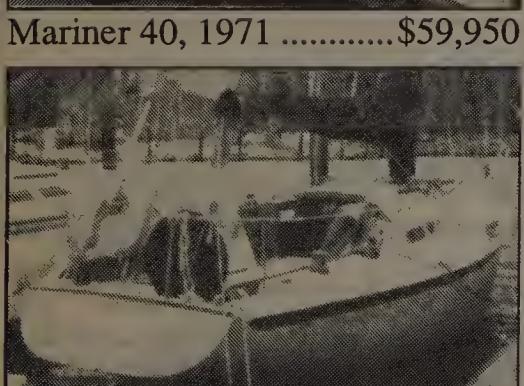
Peterson 44/46, 1980 \$89,500



Mariner 40, 1971 \$59,950



Pacific Seacraft 31, '88 ... \$99,500



Ericson 35, 1975 \$39,500



Yankee 30 \$18,750



Islander Bahama 30, '83 . \$34,900



Pearson 30, 1979 \$24,500

PARTIAL SAIL LISTINGS

20' FLICA	2 Fram	18,900
27' NORSEA	2 Fram	35,000
28' ISLANDER		31,000
28' WESTSAIL 28	factory, sharp	39,950
29' FREEDOM, '87, Rare		39,000
29' ELITE		39,500
30' PEARSON		24,500
30' BABA		66,500
30' BENFORD		54,950
30' YANKEE		18,750
30' FREEDOM, '86, rare find		74,500
30' BABA		66,500
30' ISLANDER BAHAMA		34,900
31' PACIFIC SEACRAFT, '88		99,500
31' SOUTHERN CROSS, '78		46,500
32' VALIANT, '76, "steal it"		39,500
32' TRAVELLER, cruise ready		49,500
32' FREEDOM	2 from	69,500
34' C&C	several to choose from	45,000
34' FISHER P.H.		69,000
34' SHOCK, '89		85,000
35' PEARSON		33,500
35' ERICSON	2 from	39,500
35' C&C, '84		NEW LISTING
35' US PILOTHOUSE		64,950
35' SHOCK, '85		72,000
36' C&C, '79		49,900
36' CATALINA	2 from	59,000
36' HERRESHOFF ketch, '81		59,000
36' MARINER ketch, "bristol"		65,000
36' CHEOY LEE PEDRICK, '85		79,500
36' FREEDOM	2 from	104,500
36' C&C 34+, "Fantastic"		NEW
37' RANGER, mint		53,000
37' O'DAY, '83, aft cabin		59,500
37' C&C, '82, "steal it"		69,000
37' SWAN/NORBELLE, cruise equip		69,500
37' TAYANA, '78, loaded		72,000
38' PRIMROSE yawl, "English"		39,000
38' CATALINA, '78, loaded		49,900
38' MORGAN, '78, cruise equip	... 2 from	59,000
38' C&C	3 from	59,000
38' OOWNEAST		59,950
38' CHEOY LEE, '85		105,000
40' MARINER ketch		59,950
40' C&C, race/cruise	2 from	92,000
41' KINGS LEGEND, '81, "steal"	....	49,000
41' YANKEE CLIPPER	2 from	59,500
41' MORGAN OUTISLAND	2 from	68,000
41' CT KETCH, complete refit		79,000
41' HALLBERG RASSY		110,000
42' WESTSAIL		109,900
43' COLUMBIA, "loaded"		69,000
43' ENO EAVOR		109,000
43' MASON, "Hawaii vet"		134,000
44' PETERSON		89,500
45' NELSON/MAREK, "race winner"		89,000
46' CAL MKIII		85,000
46' ISLAND TRADER		129,000
47' KAUFMAN/LADO, '85, 3 strms		109,000
48' CUSTOM STEEL		225,000
50' KETTENBURG, "cruise equip"	..	94,500
50' FORCE 50 ketch		159,000
51' P-2 custom perf/cruise		99,000
54' C&C custom perf/cruise		150,000
54' S&S custom aluminum		250,000

bay riggers

INC

sales

We specialize in quality products at discount prices

ROPE ROLLER FURLING SYSTEMS WIRE BLOCKS
TURNBUCKLES WINCHES TRAVELERS SHACKLES
VANGS CLEATS HYDRAULICS LIFE LINES

service

We provide fast, efficient service at our dock or yours

RIG SURVEYS SWAGING SPLICING FABRICATIONS
TUNING HARDWARE INSTALLATIONS WELDING
SPAR BUILDING HYDRAULICS RADAR BRACKETS

(415) 332-5757 2346 MARINSHIP WAY SAUSALITO, CA 94965

WHAT DO WINNERS HAVE IN COMMON?

Excellence for Yachts

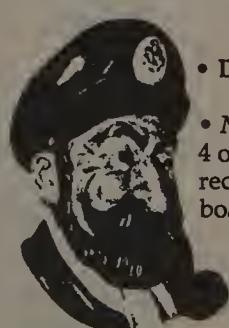


NATIONAL BISCUIT • MORNING STAR • HANA HO
DELIVERIES • COMMISSIONING • RIGGING
(415) 332-1234 403 NAPA STREET SAUSALITO, CA 94965

CAPTAINS SERVICES FOR 1990

POWER OR SAIL

- DELIVERIES - Coastal and Local, Yachts to 100 tons.
- *New!* - BUYERS ASSISTANCE - Want to look at 4 or 5 boats but don't have the time? Hire a captain - receive an unbiased 3rd party written report of each boat along with still pictures and a VCR review.
- SEA TRIALS - Owners/Brokers need help performing sea trials. Hire a captain and let the boats' performance complete the sale.



Licensed Captains and Experienced Crew Available.

CRUISING SEAS BOAT DELIVERY SERVICE
CAPTAIN DUKE COMBS (707) 746-7190

MARION SAILS LEAVE NOTHING TO CHANCE



Seems everyone out there is making claims about how their high tech sailcloth is better. And how their design is just right for you.

If you're confused by all the hype, separate fact from fiction, talk with the experts at Marion about your individual sail requirements.

The fact is that a high tech sail is not just one design formula to fit everyone.

At Marion, we take a personalized approach to sail design. Your boat, your sailing style, and where you intend to sail are all vital factors in our design and engineering process.

Mastery of computer-aided design, cloth characteristics, sail structure, and innovative details are what makes a Marion sail superior to everyone else.

We've been designing state of the art sails for everything from One-designs to 12 Meters for over 15' years. Our technical expertise is backed up by our direct participation in the America's Cup, the Admiral's Cup, the Big Boat Series, and a lifetime of Weekend races.

Put our knowledge and experience to work for you. Call Howie Marion or Chris Corlett.



(415) 523-9411

SAILS BY MARION: Sails, Recuts, Repairs

Loft: Alameda Marina, 2035 Clement Avenue, Alameda CA 94501

Mail: P.O. Box 4014-281, Alameda, CA 94501

make a difference.

That no compromise philosophy is why we pioneered low maintenance Torlon® bearings in furling systems; they're more expensive than steel, but much more reliable. It's why our units offer double independent swivels for good sail shape when reefed.

It explains our insistence on aerodynamically-shaped foils rather than round extrusions and why we spent time perfecting a turnbuckle which could handle furling's side loads. It explains why no other system can match Harken's performance features.

There's a lot more to assembling a Harken Jib Reefing and Furling System than just loading the ball bearings and assembling parts. As Juanita Hranicka assembles furling systems, she checks the fit and finish of every part. Every part has already been inspected several times before it comes to assembly but she still looks for blemishes in the finish and problems with the threads. Finally, she spins each part to insure proper operation and listens for sounds that might indicate a problem. Parts that aren't right are rejected.

Assembly and quality control isn't a glamorous job — just an important one. It's typical of the attention to details which make Harken Jib Reefing and Furling Systems the most reliable systems available.

We do the job right so your system will perform beyond your expectations. And at every stage of design and construction there are people just like Juanita — dedicated workers with a no compromise philosophy.



HARKEN

1251 East Wisconsin Avenue
Pewaukee, Wisconsin 53072 USA
Fax: (414)691-3008 • Tel: (414)691-3320

Juanita's diligence means that your sailing can be easier, safer and more fun. For the full story behind Harken Jib Reefing and Furling Systems, call your Harken dealer or Harken today.

*TORLON is a registered trademark of Amoco Chemical Corporation

A
B
C



YACHT SALES

(415) 332-SAIL • (415) 332-7245 FAX 415-332-4580



42' COOPER, '81 Pilothouse sloop, dual steering stations, 180 rpm, diesel generator, cruising spinnaker. \$119,000.



IRWIN 52 Loaded - interior spaciousness beyond belief. 3 staterooms, 2 heads, bathtub, dinette, sleeps 10. AC, SSB, radar, Loron, 7 kw generator, all sails new. Mexico var. Reduced to \$149,000.



LAVARANOS 41, '88. This beautiful custom high-performance cruiser is now selling at less than one-half the original cost! \$110,000.

**VIDEO SEMINAR BY PHIL HOWE (just sailed in from Bora Bora) ON FRENCH POLYNESIA AND TONGA.
HELP US CELEBRATE THE 201ST ANNIVERSARY OF MUTINY ON THE BOUNTY... SATURDAY, APRIL 28TH, 8 P.M.**



40' CAMPER NICHOLSON 1979. 60hp dsl. Pristine all around yachtsman's yacht - new sails, inside steering, radar, AP, aft stateroom, aft cockpit. \$110,000.



31' VINDO 40, '74 Swedish sloop w/diesel aux, full keel, B&G instr, teak decks & varnished mahogany cabin sides, 6 sails, dodger, sailing dinghy. Exc cond. Reduced to \$41,000.

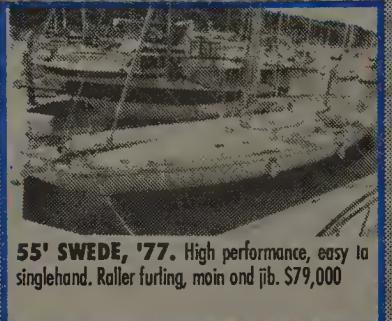


PEARSON 36, '85 Like new! Very spacious layout, aft cabin and she sails like a racing machine. \$97,000.

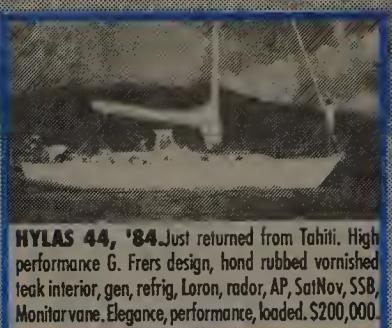


CALIFORNIA 42, '80. 16 knot top speed w/twin 200 hp turbo diesels, 7.5 kw Onan, windlass, freezer, microwave, radar. \$125,000.

65' SWAN, 1984	1,150,000	36' CS, 1981	74,500
55' FIBERSTEEL, 1975	99,000	36' FORMOSA, 1980	45,000
55' SWEDE, 1977	79,000	36' HUNTER, 1981	55,000
48' HANS CHRISTIAN, 1986	295,000	36' ISLANDER . . . 4 FROM	44,500
48' HUGHES, 1971	129,500	36' J, 1981	86,000
47' PASSPORT, 1985	220,000	36' PEARSON, 1985	97,000
46' MORGAN, 1980	124,500	36' S-2, 1979	59,000
45' HANS CHRISTIAN, <i>Bare</i>	137,500	36' UNION, 1980	79,000
45' EXPLORER, 1979	100,000	36' CHEOY LEE	38,000
45' HUNTER, 1987	139,000	35' CORONADO, 1972	34,000
45' HARDIN, 1982	107,000	35' S-2, 1987	90,000
44' HARDIN, 1979	111,000	35' SANTANA, 1980	47,000
44' SWAN, 1979	185,000	35' ERICSON, 1975	36,500
44' PETERSON, 1977	124,400	34' HUNTER, 1983	49,500
43' CHEOY LEE, 1983	135,000	34' ISLANDER, 1978	29,500
43' STEEL SCHOONER	68,000	34' PEARSON, 1984	55,000
43' COLUMBIA, 1970	75,000	33' HUNTER, 1979	39,000
43' HANS CHRISTIAN, 1977	125,000	32' COLUMBIA, 1977	32,000
43' OFFSHORE, 1979	85,000	32' GULF, 1982	56,000
43' WESTSAIL, 1975	101,000	32' PEARSON, 1982	46,000
42' BREWER, 1987	149,500	32' SABRE, 1986	85,500
42' CHEOY LEE, 1971	98,450	32' TRAVELER, 1978	49,500
42' HOLLAND, 1959	55,000	32' WESTSAIL, 2 FROM	49,500
42' US NAVEL S, 1946	46,000	31' CHEOY LEE, 1969	29,000
41' DARWINSKI, 1978	84,900	31' HUNTER, 1986	42,900
41' FORMOSA, 1972	79,500	31' VINDO, 1974	41,000
41' FREEPORT, 1976	98,500	30' ERICSON, 1986	45,000
41' MAYA, 1988	125,000	30' ISLANDER . . . 2 FROM	20,000
41' NEWPORT, 1973	50,000	30' J, 1982	43,000
41' RHODES, 1966	60,000	30' MORGAN, 1970	22,500
40' CHALLENGER, 1974	84,500	30' PALMER-JOHNSON, 1972	29,000
40' CHEOY LEE, 1968	69,000	30' PEARSON, 1983	45,000
40' FREEDOM, 1981	75,000	30' ROBERTS, 1972	13,500
40' LIDGARD, 1982	73,000	30' S-2, 1979	33,000
39' CAL, 1979	68,000	30' SOVERIGN, 1984	30,000
39' ERICSON, 1971	45,000	30' BABA, 1980	68,000
39' FREYA, 1978	69,500	29' ERICSON, 1978	18,000
39' LANDFALL, 1978	79,200	29' J, 1983	26,400
38' C&C YACHTS, 1980	76,500	POWER	
38' CATALINA, 1983	45,000	40' MARINE TRADER, 1978	125,000
38' ERICSON, 1986	109,000	40' CHB, 1988	175,000
38' FARR, 1978	69,000	40' BLUEWATER-TAIWAN, 1977	86,000
38' HANS CHRISTIAN, 2 FRM	75,000	37' HERSHINE, 1979	69,750
38' KETTENBURG, 1957	19,500	36' STEPHENS, 1954	27,500
38' FARALLON, 1962	25,000	36' SEA RAY, 1979	77,000
37' DARWIN, 1978	84,900	36' MODERN, 1983	77,000
37' ISLANDER PH . . . 2 FROM	47,000	36' GRAND BANKS, 1974	79,950
37' KINGS-ESSEX, ENG. '36	60,000	34' FIBERFORM, 1977	66,000
37' HUNTER, 1983	69,000	32' TROJAN, 1974	52,500
37' RAFIKI, 1978	78,500	32' BAYLINER, 1986	69,500
36' ATKINS, 1985	35,000	30' TOLLYCRAFT, 1975	33,000
		30' TOLLY, 1975	35,000
		30' McCRARY, 1927	22,000
		30' BAYLINER, 1984	35,500



55' SWEDE, '77. High performance, easy to singlehand. R皂er furling, main and jib. \$79,000



HYLAS 44, '84. Just returned from Tahiti. High performance G. Frers design, hand rubbed varnished teak interior, gen, refrig, Loron, AP, SatNav, SSB, Monitor vane. Elegance, performance, loaded. \$200,000.



HUNTER 33. Great liveaboard and performance cruiser. All amenities, sleeps 8. We have 2 from \$32,000.



FREEDOM 40, 1981. Cat ketch, carbon fiber spars, wishbone booms, Perkins diesel w/low hours. St. winches. Reduced to \$75,000.

(415) 332-7245

SAUSALITO

1 GATE 5 RD.

CA, 94965



IF YOU WANT FAST - CALL CAL-COAST

High Quality Work for High Speed Sailing



Whether you're getting your boat repaired or prepared for summer racing and cruising, we've got the experience and expertise to do the job right.

No Worries Mate!

Steve Smith, Yard Manager

310 West Cutting Boulevard
Richmond, CA 94804
(415) 234-7960

* Sponsors: West Marine, Divinycell, Ballenger & Larsen Sails

THE MACGREGOR 65 ON DISPLAY

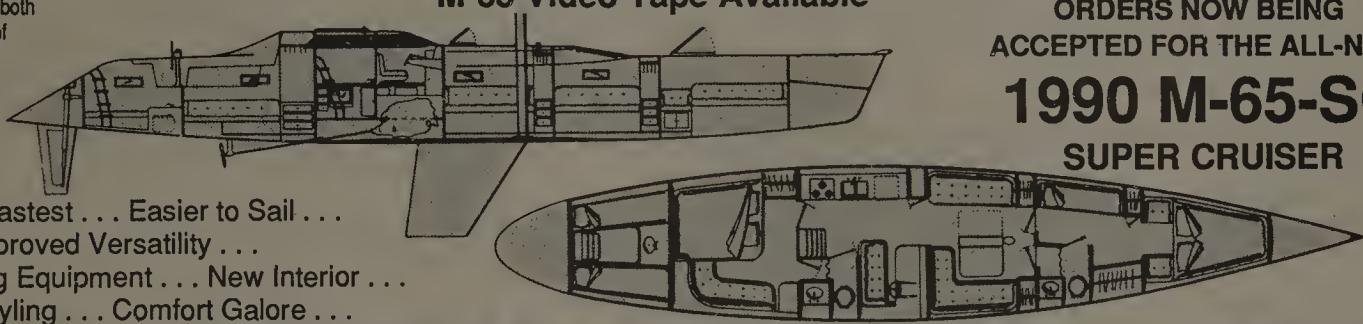


CRUISING CONFIGURATION \$169,000 FOB FACTORY

Quality built to exceed both the American Bureau of Shipping and Lloyds fiberglass construction requirements.

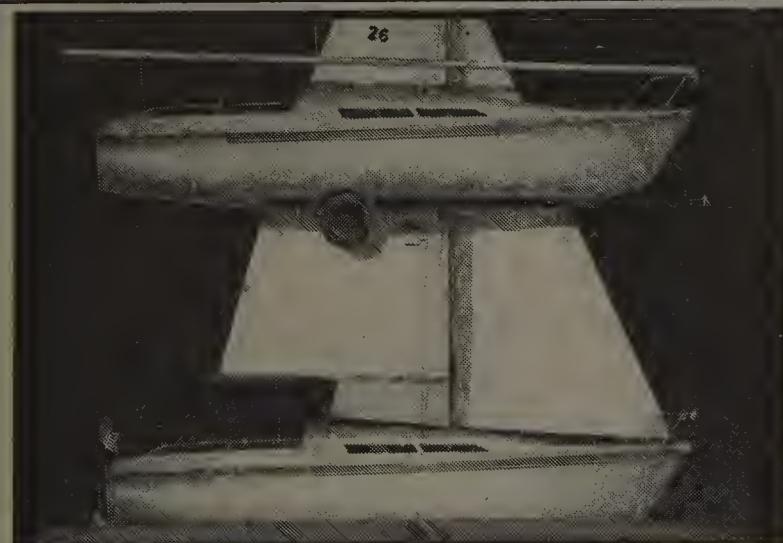
M-65 Video Tape Available

**ORDERS NOW BEING ACCEPTED FOR THE ALL-NEW
1990 M-65-SC
SUPER CRUISER**



Still the Fastest . . . Easier to Sail . . .
Improved Versatility . . .
Added Cruising Equipment . . . New Interior . . .
Elegant Styling . . . Comfort Galore . . .

THE MACGREGOR 26 ON DISPLAY



Call for information on our
Free Video and Sailing Programs

NEW 1990 MODEL

**U.S. #1 Trailerable Sailboat
\$10,990 Complete With Trailer**

Included:

- Lowest trailering weight – 2200 lbs, including trailer
- Water ballast system
- Lowest cost
- Easiest to sail
- No need for expensive moorings
- Can be launched and rigged in less than 15 minutes
- Outstanding performance under power or sail
- Sleeps 6
- 6'2" headroom
- 6'x7' queen sized berth
- Enclosed head
- Complete galley
- Abundant storage space
- Positive foam flotation, unsinkable
- Self righting and stable
- Sails in 15" of water
- Kickup rudder
- Hand laid fiberglass construction
- System for effortless mast raising
- Self-bailing cockpit
- Built-in outboard motor well
- Lowest maintenance
- Highest quality construction
- Two-year warranty

"Number 1" MacGregor Dealer, Worldwide

ARENA YACHT SALES

MARINA VILLAGE HARBOR • 1070 MARINA VILLAGE PKWY, #103 • ALAMEDA, CA 94501

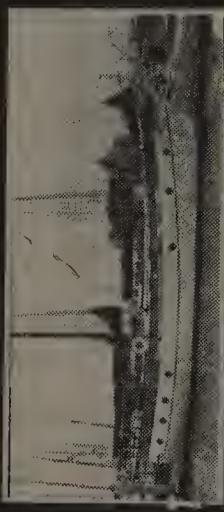
(415) 523-9292

USED BOAT SHOW

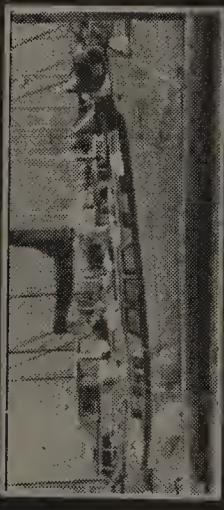
MAY 5TH-13TH
OVER 200 BOATS!!
STOP BY TO PREVIEW ALL THIS MONTH



41' JEANNEAU



46' ROSBOROUGH



47' PERRY



48' MARINER



40' PEARSON



41' FREEPORT



41' KINGS LEGEND



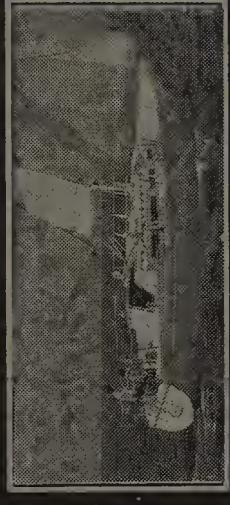
38' CATALINA



38' HANS CHRISTIAN



38' MORGAN



36' CATALINA



37' RANGER



35' S-2



37' TAYANA



36' HUNTER



34' CAL



32' JEANNEAU



35' ERICSON



32' BENETEAU



32' WESTSAIL



32' ISLANDER

COME BY AND SEE THE OTHER 175 !!

Sunset Yachts



3310 POWELL STREET • EMERYVILLE • (415) 654-9185 Fax (415) 654-5443



South Beach Harbor on the San Francisco waterfront at Pier 40

- Ideal Sailing Weather
- Walk to Downtown, Cable Cars, Bart
- 500' Guest Dock, Visitors Welcome

- Showers, Restaurants, Dock Carts, Ice
- No Surge, Concrete Docks, Phone Hook-Ups
- 24 Hour Security, Locked Gates
- Secure Permit Parking For Berth Renters

The Embarcadero at Pier 40, San Francisco, CA 94107
Harbor Master: (415) 495-4911

CALENDAR

Nonrace

April 1 — Daylight Savings Time begins (2 a.m.). Really, no joke. Hey, would we lie to you?

April 1-7 — 7th Baja-Haha: a week-long happening at beautiful Isla Partida (25 miles north of La Paz). The final fling for the class of '89/'90 before the long thrash home.

April 4 — MORA Spring Meeting. ("Come meet your 1990 competition and psych them out," says Commodore John Dukat.) Special guest speaker is "The Clumsy Foredeckman", who will discuss tactics for the April 7 Lightship Race. Berkeley YC, 8 p.m. For more info, call Sally at Pineapple Sails, 444-4321.

April 5 — Pacific Cup Seminar: Navigation, Tactics, Electronics. Berkeley YC, 1900-2130 hours. Call any West Marine Products for details.

April 5 — Hans Christian Owner's Association Meeting. "Sails for the '90s" will be the topic. Encinal YC; 7:30 p.m. Jim Scala, 283-0398.

April 6 — "Exploring the Delta". A slide show presentation by Bryant Bowington surveying the Delta's 1,000 miles of rivers and sloughs. Stockdale Marine Theater, 7:30 p.m.; free. (916) 332-0775.

April 6 — GGYC Midwinter Awards Ceremony. No host bar; complimentary hors d'oeuvres. 1730-1930. GGYC, 346-BOAT.

April 6-8 — 4th Annual Springfest Boat Show at Village West Marina in Stockton. See the latest in luxury powerboats, ski boats, fishing boats and houseboats. Exhibits, dixieland jazz band, food. Free; (209) 951-1551.

April 7 — Opening Day on Carquinez Strait. Decorated boat parade and blessing of the fleet at 11 a.m. near Buoy 25. Art show, music, food and drink at Benicia Marina beginning at 10 a.m. Bill Pugh, Benicia YC, (707) 745-8627.

April 7-8 — Ericson 27 Wine Tasting Cruise to Grand Harbor (on the Estuary). Ervin Dean, 494-0347.

April 8 — "Sailing in the Fiji Islands", a free slide show by photographer Ronna Nelson. Discussion and refreshments to follow. 2 p.m. at Club Nautique (865-4700) in Alameda.

April 8 — Elkhorn YC Nautical Flea Market, 10 a.m. to 5 p.m. As good an excuse as any to poke around Moss Landing and Elkhorn Slough for the day. ElkYC, (408) 724-3875.

April 10 — "Coast Guard Search and Rescue Updates", a presentation by USCG Lt. J. Ellis. Talk at 7:45 p.m. at GGYC; optional buffet dinner (\$10) at 7 p.m.; sponsored by the SF Recreational Harbor Tenants Association. Les Goldner, 441-0650.

April 10 — Electronic Navigation Seminar. Free; 7:30 p.m.; Stockdale Marine Theatre in Sacramento, (916) 332-0775.

April 11 — SSS TransPac Seminar: Medicine and Food. Part of the monthly series leading up to the SSS T-Pac on June 30. At MYCO; 7-10 p.m.; Shama Kota, 332-5073.

April 12 — Latitude 38 Racing/Cruising Crew List Party. "Lively up yourself" at Corinthian YC, 6-9 p.m. See Crew List article for details. Fun, fun, fun. Latitude World HQ, 383-8200.

April 14-15 — J/35 Racing Clinic sponsored by J World, North Sails and J Boats West. Larry Klein will be the head instructor for this intensive program. J Boats West, 522-0545.

April 18 — Kame Richards' Tide and Current Lecture at the Bay Model in Sausalito (which may or may not be working that night). The definitive lecture for understanding the Bay Area's mysterious waters. 7 p.m.; \$5 at the door; sponsored by the Ocean Alliance, 441-5970.

April 20 — "Round the Horn Under Sail", a slide/lecture program by Cape Horn veteran Captain Kurt Olaf Meyer. \$4 donation; J. Porter Shaw Library (Building E, Fort Mason); 8 p.m. Information, 556-9872.

April 21 — Santa Cruz-Santa Barbara Race Seminar: Navigation and Boat Preparation. SCYC; 7:30 p.m.; (408) 425-0690.

April 21 — Ocean Cruising Club West Coast Dinner. San Francisco YC; 6:30 p.m. RSVP, Clive King, 332-8110.



For
Canvas
With
Imagination

Any Combination:

Dodger
Bimini
Enclosure



Custom
Designs For
Your Needs

(415) 233-7683



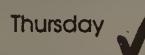
California Custom Canvas

1228 Brickyard Cove Road
Point Richmond, CA 94801
At Brickyard Cove Marina

MARK YOUR CALENDAR

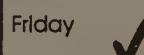
19 APRIL

Thursday



20 APRIL

Friday



21 APRIL

Saturday



22 APRIL

Sunday



3rd Annual Indoor/Outdoor Monterey Bay Boat and Recreation Show

Boats • Sport and Fishing • Kayaks

Surf Jets • Hang Gliders • RV's

Equipment and Accessories

Trailers • Bicycles • Environmental & Water Safety

Free Admission • Prizes • Show Specials

MONTEREY BAY BOAT AND RECREATION SHOW

2600 Garden Rd., Ste. 208, Monterey, CA 93940

For more information call

Lou Rudolph or Bonnie Adams at (408) 649-6544

"The Growing Recreation Show for Central California"

\$4.00 Per Linear Foot Slip Rental Rate... Lowest Rate in Marin and Sonoma Counties!

Slip Rental Rates

Length	Monthly Rental (\$4.00 per lin. ft.)	Security Deposit
25'	\$100.00	\$120.00
30'	\$120.00	\$140.00
35'	\$140.00	\$160.00
40'	\$160.00	\$180.00
50'	\$200.00	\$220.00

February 1, 1990

Dry Boat Storage Rental Rates

Length	Monthly Rental	Security Deposit
0' to 19'	\$ 35.00	\$ 55.00
Over 19'	\$ 45.00	\$ 65.00
Empty Trailer	\$ 35.00	\$ 55.00

February 1, 1990



Port Sonoma ~ Marin

Bayfront Yacht Harbor
Marina Berths Chandlery
Boat Storage Yard
Yacht Sales Guest Dock
Yacht Brokerage
Fuel Dock Bait Shop
Marine Repair

East of Novato on Highway 37
(415) 892-0923 or (707) 778-8055
Mail: P.O. Box 686 Novato, CA 94948



If you've ever been out-fished, here comes great news!

It'll be tough for anyone to beat your catch when your fishfinder gives you 50% more power, 40 to 100% larger video screen, speed through the water, surface water temperature, huge navigation displays and dual frequency fishfinding in amber or 8 colors.

V-700 and V-800 are weatherproof, compact, and easy to operate.

- 150-watt rms transmit-power, 1200 watts p-p (1½ times more power than many competitive models)
- V-700 has 8-level amber video and 7-inch diagonal CRT—40% larger screen than 6-inch models!
- V-800 has brilliant 8-color video and 8-inch CRT—over twice the viewing area of color units with 6-inch CRT's!
- 200 and 50-kHz soundings, speed and water temperature all with a single 4-in-1 transducer
- Automatically finds and displays bottom at turn-on
- Full-screen mid-water zoom displays

92.7 FT
12.5 KT
47.8°F

V-700 and V-800 have NAV mode displays that are easy to see at a glance.

- Four split-screen display modes
- Water temperature graph display
- Memory recalls Lat/Long or TD, surface water temperature and depth for up to 10 fishfinding events
- Alarms for "fish-windows", min/max depths, water temperature
- CRT-display of position data from Loran-C with proper NMEA 0182 or 0183 format
- 2-year limited warranty

Unique built-in NAV mode.

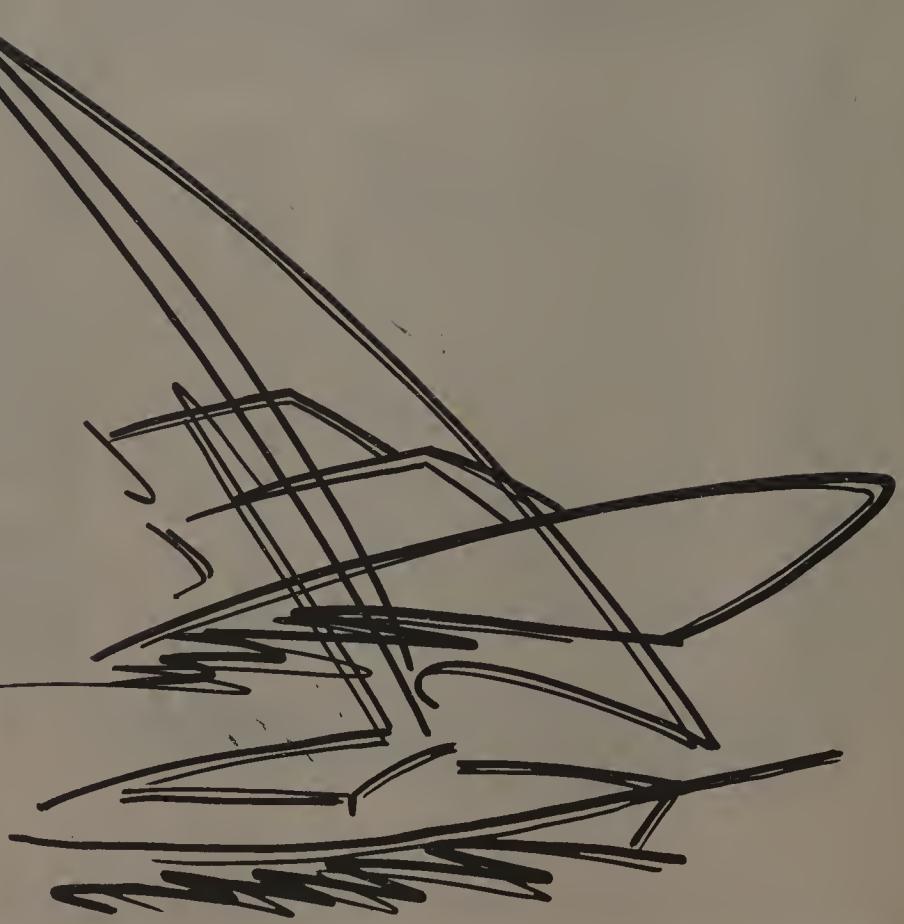
- Traditional sounder capabilities, plus large CRT readouts for offshore cruising, including speed through water and surface water temperature.

V-700 and V-800 are two more examples of the high-tech engineering excellence you've come to expect only from Raytheon.

For more information contact your local authorized dealer or RAYTHEON MARINE COMPANY 46 River Road Hudson, NH 03051 USA (603) 881-5200

Northern California Spring

BOAT SHOW



SEE ALL THE **BIG BOATS** AT THIS IN-THE-WATER BOAT SHOW

MARINA VILLAGE YACHT HARBOR, ALAMEDA

APRIL 21 TO 29 • WEEKDAYS NOON TO 7 PM • WEEKENDS 10 AM TO 7 PM

C'mon Aboard!!

If you think you can't afford a boat, consider this...

- A boat can be financed just like a car with easy, affordable payments
- A typical family boat for fishing & skiing can be yours for as little as \$89 per month
- A boat is an investment with solid resale value

You can find out everything you need to know at the boat show including tips on how to buy and maintain the boat of your dreams. You really can afford a boat!



Sponsored by The Northern California Marine Association, 2236 Mariner Square Dr., Alameda, CA 94501, (415) 521-2558

CALENDAR

April 21 — Nautical Flea Market at Encinal YC. 8 a.m. to whenever. \$5 for sellers; free for buyers. Breakfast and lunch available at the club. Skip, 769-0221.

April 21 — 52nd Annual South Bay Opening Day. Fleet blessing; decorated boat contest (theme is "Salute to the Niners"); dinner and awards ceremonies at various South Bay yacht clubs. For details, call any of the following participating yacht clubs: Sequoia, Peninsula, Palo Alto, Coyote Point, South Bay, or San Jose Sailing Club.

April 21 — Annual Spring Maintenance and Measuring Meeting of the Ariel Association. All owners of these rugged Alberg-designed, Pearson-built 26-footers are urged to attend. Encinal YC; 9-12 a.m.; Gene Roberts, 731-5444.

April 21 — Marine Flea Market in parking lot of Laney College (Oakland). Reservations and info, 769-7266.

April 21 — Semi-Annual Sausalito Marine Flea Market at West Marine Products. 9 a.m. to whenever. Rann Phibbs, 332-0202.

April 21-29 — Northern California Spring In-the-Water Boat Show. Over 100 power and sailboats on display at Marina Village Yacht Harbor in Alameda. Weekdays, noon to 7 p.m.; weekends, 10 a.m. to 7 p.m. Tickets are \$5 (kids under 12 accompanied by an adult are free). Sponsored by the NCMA, 521-2558.

April 22 — Moore 24 Racing Clinic in Santa Cruz conducted by Will Baylis. Lectures, demonstrations, on-the-water drills. Videos and BBQ later — all for \$10 per person! Sydnie Moore, (408) 429-8304.

April 24 — Northern California Youth Sailing Association meeting. StFYC; 7:30 p.m.; Patrick Andreasen, 347-0259.

April 26 — Catalina Race Seminar: "Ocean Basics". Mark Ondry (Pineapple Sails) will cover required and recommended equipment for the race; Margaret Fago (Hogin Sails) will discuss post-race "local knowledge." MYCO; 2000 hours; open to the public. Lynn Sparks, 351-6888.

April 29 — PICYA Opening Day on the Bay: a "Whale of a Day". Watch out for drunk drivers! See Sightings. YRA, 771-9500.

May 4 — "Sailing the Grenadines", a free slide-illustrated presentation by Chet Ferguson. Stockdale Marine Theatre in Sacramento; 7:30 p.m.; (916) 332-0775.

May 4-6 — Discovery Bay Lions Club Seventh Annual Boat Show. Over 100 boats on display at Discovery Bay Yacht Harbor in the Delta. Bob Gromm, 684-2117.

May 5 — Hobie Day in Benicia: experience the thrill of sailing Hobie Cats! Join Hobie fleet 194 at the 9th Street Boat Ramp in Benicia (Southampton exit off Freeway 780) between 12-5 p.m. for some wet and exciting sailing. Food and beverages provided; you bring the dry clothes; absolutely free. For details, call 548-3730 or 828-5895.

May 9 — SSS TransPac Seminar: Weather and Navigation. Same drill as April 11.

Racing

March 31-April 1 — 18th Annual Rollo Wheeler Memorial Regatta. PHRF and IMS racing in the mid-Bay. All sizes of boats welcome for this Berkeley YC-sponsored three-race, two-day event. Bobbi Tosse, 939-9885.

March 31-April 1 — Small Boat Racing Association season opener. All three divisions invited. Hosted by Richmond YC. Vince Casalaina, 841-8524 (h) or 642-5846 (w).

March 31-April 1 — San Francisco Cup. Saint Francis YC will pit *Wall Street Duck* against San Francisco YC's *National Biscuit*. Helmsmen in the best three of five series are Chris Corlett for the challenging StFYC and Jeff Madrigali for defending SFYC. Call either club for details.

April 3 — First of five races in Ballena Bay YC's Whale Chase Series. Other races on 3/17, 3/31, 4/14 and 4/28. BBYC, 523-2292.

April 4-7 — United States Yacht Club Challenge: 12 yacht clubs will compete in Schock 35s, FJs and Lasers for national bragging

Cityyachts

10 Marina Blvd., San Francisco, CA 94213

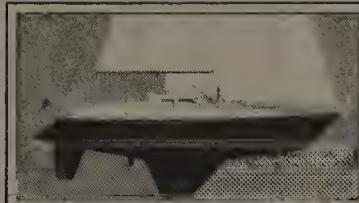
(415) 567-8880 • FAX 415-567-6725

SAILBOATS

65' SWAN 651	.....	\$1,250,000
47' S&S CUSTOM SLOOP	.....	\$9,500
45' HANS CHRISTIAN	.....	137,500
44' CT 44 CUTTER #	.....	115,000
44' PETERSON	.....	110,000
41' C&C	.....	149,000
41' NEWPORT, 3 from	.....	\$8,000
41' CRUISING KETCH	.....	69,000
40' CHEOY LEE OFFSHORE	.....	50,000
40' CHALLENGER	.....	84,500
39' FREYA #	.....	79,500
38' FARALLONE CLIPPER, 2 frm	.....	34,950
36' CS SLOOP	.....	69,500
36' ISLANDER, 2 frm	.....	47,500
36' PEARSON	.....	35,000
36' LANCEP.	.....	52,000
35' PETERSON 1 TON	.....	35,000
35' SANTANA	.....	55,000
34' PETERSON	.....	20,000
30' NEWPORT PHASE II	.....	31,000
30' ERICSON,	.....	40,000
29' CAL	.....	26,000
25' NORTHSTAR 500 #	.....	15,000
25' OLSON	.....	19,000

POWER

7' CHARTER VESSEL	.....	295,000
57' CHRIS CRAFT	.....	169,000
49' ALBIN TRAWLER	.....	165,000
44' GULFSTAR #	.....	165,000
43' ALBIN TRAWLER	.....	115,000
43' PRESIDENT SF	.....	150,000
43' HATTERAS, 2 frm	.....	145,000
42' UNIFLITE	.....	178,000
42' SUNDECK MY	.....	149,000
41' CHRIS CRAFT	.....	110,000
38' MATHEWS CLASSIC MY	.....	58,500
38' OCEAN	.....	145,000
38' BAYLINER	.....	125,000
37' HATTERAS	.....	159,000
35' GOLDEN GATE TRAWLER	.....	67,500
35' FLYBRIDGE SEDAN	.....	66,000
32' CARVER	.....	105,000



NORDIC 45. Robert Perry designed. Raised salon. Call for brochure.

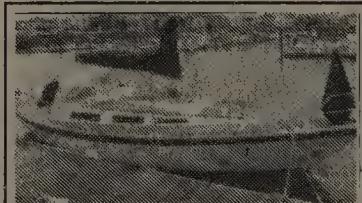


CHALLENGER 40. Meticulous owner. Large cockpit and spacious interior. \$84,500

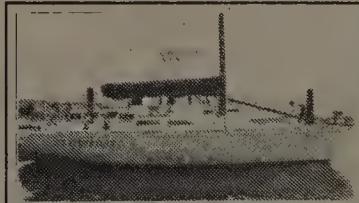


SWAN 441. 1979. Reputation, quality and beauty. \$185,000. Sister ship

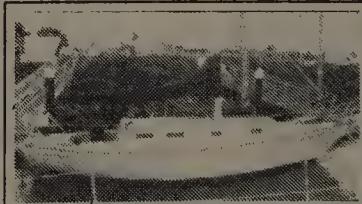
*SAN FRANCISCO BERTH INCLUDED



BANDHOLM 35', 1982. Described by *Sail and Power* as "Denmark's best cruising boat". \$56,000.



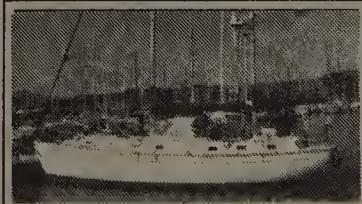
EXPRESS 37, 1986. "Any Sunday". Sobstad & Pineapple sails, Barentin winches, support vehicle extra. \$98,000



NORWEST 33, 1979. Fast, stiff and comfortable bluewater cruiser. \$45,000.



FREEPORT 36, 1980. Accommodations for 5. Pathfinder diesel. \$73,000.



MORGAN 46, 1979. A nice husky cruising ketch with all the toys for safe comfortable passagemaking. \$92,500.



GRAND BANKS 32. Classic woody. 2 from \$43,500.

Island Nautical knows 750 ways to build a better Dodger.

UNBEATABLE
PRICES!!!



Keep your cabin, cockpit and crew dry. Make your boat a better place to live.

We have a pattern ready to make the dodger for your boat. It covers companionway, forward end of cockpit and protects abeam. It stows quickly, and uses extra-strong, lightweight, anodized aluminum bows.

Alajuela 38
Alberg 30, 35, 37, 37 MkII
Alden Challenger (2 models),
Caravelle 42
Albin Vega 27, Ballad 30,
Nimbus 42
ALC
Allied Seabreeze Sloop,
Seabreeze 35 Yawl, Contessa
36 (cent. cockpit), 39
Allmand 31, 35
American 24, 26
Ariel Commander
Baba 30, 35, 40
Balboa 26
Barberis 34
Bayfield 25, 29, 30, 30-32, 32-29
Beneteau 30, 32, 35, 37, 38, 39,
42, 46, 285 First, 345, 375
First
Bermuda 40, 41
Black Watch 37
Bombay Clipper 31
Bounty II (41)
Bristol 24, 26, 27, 27.7, 28, 29,
29.9, 30, 31.1, 32, 33, 34,
35, 35.5, 38.8, 39, 40, 41.1
(3 models), 41.1 (aft
cockpit), 45.5, 54.4 (2
models), 88.8 (2 models)
Buccaneer 270/275, 277, 30,
305
Cabo Rico 38
Cabot 36
Cadet 27
Cal 22, 2-23, 25, 2-27, T-2, 28,
28

29, 2-29, 2-30, 3-30, 31,
33's, 34, 34 MkII, 35, 36, 36
cruising, 2-39, 40, 44, 2-46,
3-46, 48
Cape Dory 19, 22, 25, 25D, 26,
27, 270, 28, 30, 31, 32, 33,
330, 36 (2 models), 40, 45
Carib 41
Caribbean 35
Carter 33
Casey Cutter
Catalina 22, 25 (2 models), 27
(3 models), 30 (4 models),
34, 36, 38
Challenger 32
Chance 30-30
Cheoy Lee 32, 35, 35 (Perry),
38, 41, "Offshore" 31, 33,
36, 40, 41, 41 Pedrick, 44,
47, 48
Cherubini 44 (2 models)
Chesapeake 32
Chris Craft Capri 30, Cherokee
32, Apache 37, Commanche 43
Clipper 21, 33, 36, 42
Columbia 26 MkII, 8.3, 28, 8.7,
29, 30, 9.6, 34, 34 MkII,
10.7, 11.8, 36, 38, 39, 40,
43, 50
Comar Comet 46, 1100
Concordia 41
Contessa 26, 32, 34, 44
Contest 27, 30, 30 MkII, 31, 33,
36's, 41
Corbin 39 (aft cockpit)
Corinthian 41

Coronado 27, 28, 30, 32, 34,
35, 41
Crealock 34, 37
C & C 25, 26, 27, 29's, 30's, 44,
Redwing 30, 32, 33's, 34,
35's 35 MkII, Redwing 35,
Landfall 35, 36, 37, 38's,
Landfall 38, 39, Landfall 39,
40, Landfall 42 & 43
Corvette
CS 27, 30, 36
CT 47, 54
Dawn 41
Dickerson 32, 35, 36, 41
(2 models)
Douglas 32
Downeast 32, 38
Dufour 27, 29, Arpege, 31, 34,
35, 2800, Frers 31, Valentijn
35, Safari, 3800
Eastward Ho 31
Endeavour 32 (2 models), 33,
35, 37, 40, 42, 43
Ericson 25, 26, 27, 28, 29, 30
(3 models), 30+, 31, 31
cruising, 32, 32-200, 34, 35
(2 models), 36, 37, 38,
38-200, 381, 39, 40, 41
Esprit 37
Excalibur 26
Flying Dutchman (Baba) 30, 35
Freedom 21, 25, 28, 29, 32
Frers 36 (Hinterhoeller)
Frigate
Fuji 35, 40
Galaxy 32
Grainger 26, 28, 30, 34, 2-34
Graves 37
Gulfstar 36 (2 models), 37
(2 models), 39, 40, 41, 43,
44, 47, 50
Halman Horizon
Hardin 45
Hans Christian 37, 38, 43
Hinckley Southwester 34, Pilot
35, 49
Hood 38 MkII
Hughes 38
Hunter 22, 23, 25.5, 27, 28.5, 30
(2 models), 31, 33, 34, 35, 36,
37 (2 models), 37 Legend, 40
Hylas 42
Intrepid 28, 9 Meter
Irwin 10/4, 27, 28, 28 MkIV &
MkIII, 30, Citation 30, Comp.
30, 31, Citation 31, 32, 32 1/2,
33, Citation 34, 37, 37 MkII,
38, Citation 39, 40, 40
Citation, 41, 42, 46
Islander 26, 27, 28, 28 (Perry),
30 MkII, 30 Bahama, 32, 32
(Perry), 34, 36, Freeport 36,
37, center cockpit 40, 44, 45

Island Packet 27, 31, 38
Island Trader 37, 38, 41
(Mariner Ketch 40), 45
J 28, 29, 30, 34, 40
Jeanneau Sun Shine 36, Sun
Fizz 39, Fantasia 27, Italia,
Sunrise 34, Gin Fizz 38
Kalik 30, 40
Kells 23, 28
Kenner Privateer 26
Knutson 35
LaCoste 36, 42
Lancer 25, 28, 30, 36
LeCompte Northeast 38, 45
Lippincott 30
Lord Nelson 35, 41
Luders 30, 33, 36
Malabar Jr.
Mariner 28, 31, 36, 40
Mason 33, 34, 53
Medalist Model A, Model B, MkII
Meridian 26
Mermaid 30
Mirage 35
Mistress 39
Mistral 33, 39
Morgan 24, 27, 28, 28 MkII, 28
Oj, 30, 30-2, 32, 33, 33 Oj,
34, 35, 37 Oj, 38, 38 Brewer,
382/383, 40, 41, 41 Oj, 41
Classic, 42, 45, 45 (Marek)
Nantucket 33
Newport 28, 30, 30 MkII, 41
Niagara 31, 35, 42
Nicholson 32, 35
Nonsuch 26, 30, 33, 36
Nordic 40, 42, 44
Nor-sea 27
North Atlantic 41
Northeast 38
Northstar 80/20, 1500
O'Day Outlaw, 23, 25, 26, 27,
272, 28 (2 models), 30, 302,
31, 32, 322, 34, 35, 37, 39,
40 (2 models)
Offshore 33, 43, 45
Olsen 31, 36, 38
Olympic Adventure 42, 47
Outlaw
Paceship 26, 29
Pacific Seacraft Dana 24, Flicka,
Orion 27
Pearson 23, 26 cruiser &
one-design, 28 (2 models),
30, 30 Flyer, 300, 303 (2
models), 31 (2 models), 32,
323, 10M, 33's, 34, 35, 36's,
36 Cutter, 365, 385, 386, 39,
40, 419, 424, 43, Invicta,
Renegade, Rhodes 41, Triton,
Vanguard, Wanderer, Coaster,
Ariel, Commander
Pretorian 35 (Wauquiez)

P.S. If your boat isn't listed above, call us anyway as we are continually adding new patterns to our line.



Awnings • Biminis • Cushions • Dodgers • Sailcovers
Island Nautical, Inc., 225 Fordham Street,
City Island, New York 10464

Phone (212) 885-2295

Please send me the price for an Island Nautical Dodger
made especially for the boat I've circled above.
Or information on the following: Awnings Biminis Cushions
 Sailcovers.

NAME BOAT

ADDRESS

CITY STATE ZIP

TELEPHONE #

AUTHORIZED DEALERS

Ballwick	Bethel Island Canvas	Doyle Sailmakers	Hood Sailmakers	North Beach Marine Canvas	Stitches Marine Canvas	Tight Stitch Upholstery
Bud Bailey	Derek Dragonetti	Michael Rogers	Robin Sodaro	Elizabeth Raso	Nan Gray	Eddie Prestella
One North Amphlett	6328 Bethel Is. Rd.	804 Kennedy Street	466 Coloma Street	49 Lusk Street	875 A. Island Drive	1977 Marina Blvd.
San Mateo, CA 94401	Bethel Island, CA 94511	Oakland, CA 94606	Sausalito, CA 94965	San Francisco, CA 94107	Alameda, CA 94501	San Leandro, CA 94578
(415) 342-5625	(415) 684-2421	(415) 533-6980	(415) 332-4104	(415) 543-1887	(415) 893-4238	(415) 483-8667

CALENDAR

rights. Saint Francis YC will represent the Bay Area. sailing for the StFYC will be Chris Perkins (Schock 35), Regina Carevich (Laser) and Kurt Lar/Michael LeRoy (FJ). Newport Harbor YC, (714) 673-7730.

April 6-8 — 30th Annual Olympic Classes Regatta. One of four events on the 1990 CAN-AM circuit which determine membership on the Olympic sailing teams of the U.S. and Canada. Alamitos Bay YC is the host club. Chris Erickson, (213) 439-1246.

April 7 — WBRA Cityfront Regatta, hosted by StFYC. The season opener for Knarrs, IODs, Folkboats, Birds, and Bears. YRA, 771-9500.

April 7 — Biennial Race from Marina del Rey to Guadalupe Island and Return, a 630-mile jaunt for single or doublehanders. Sponsored by the Pacific Singlehanded Sailing Association. Commodore John Martin, (213) 877-9815.

April 7 — Lightship Race, the OYRA season opener. Island YC will fire the guns; YRA (771-9500) has the details.

April 7-8 — Lakeport YC's Annual Spring Regatta. A two day regatta on Clear Lake; open to all classes of sailboats from El Toros to "what can be launched." Commodore Al Mayr, (707) 263-7526.

April 7-8 — North Regatta, a collegiate FJ regatta on the Estuary hosted by Encinal YC. Co-hosts are UC Davis, Sacramento State and Sonoma State. With 25 boats sailing 30-40 races, this promises to be almost as much fun for spectators as sailors. Ned Nicolls, 838-8023.

April 8 — South Bay Yacht Racing Association Race #2. Sequoia YC, 361-9472.

April 14 — Doublehanded Lightship Race. Sponsored by Island YC; starts and finishes off Golden Gate YC; PHRF and multihull divisions; proceeds to charity. Tony English, 934-5197, or Paul Mazza, 769-8257.

April 14 — First of the 5-race Flatwater Series for Snipes (other races are 5/20, 6/10, 7/8, 8/12). Sponsored by Encinal YC, the series occurs in the relatively tame waters of the Estuary. Ned Nicolls, 838-8023.

April 14-15 — Santana 35 Tax Break Regatta. Sponsored by the Cal Sailing Team. Marisha Lockwood-Hayes, 655-1165.

April 21 — El Ano Trigesimo-siete Gran Concurso Barco-Toro, a.k.a. the 37th Annual Bullship Race. The El Toro TransPac! Starts at 8 a.m. off Ondine Restaurant in Sausalito, finishes (hopefully) at the end of the St. Francis Yacht Harbor entrance. Gary Gates, 391-1100.

April 21 — Ariel Association's Annual Hoppe Memorial Regatta. High noon start off Corinthian YC with the finish at Encinal YC. (See associated event on April 22 in non-racing calendar.) Bill O'Connor, 474-9202.

April 21-22 — Cal 29 Association Easom Regatta (3 races). Cruise or drive-in for the Saturday night barbecue at San Rafael YC. To learn more about this event — or about the revived Cal 29 Association in general — contact Fred Minning (938-5649) or Don Jones (820-8171).

April 21-22 — Resin Regatta. Two races Saturday; one Sunday. Dinner, music, videos, fun. Interested fleets should contact the San Francisco YC, 435-9133.

April 21-22 — Half Moon Bay Race. YRA, 771-9500.

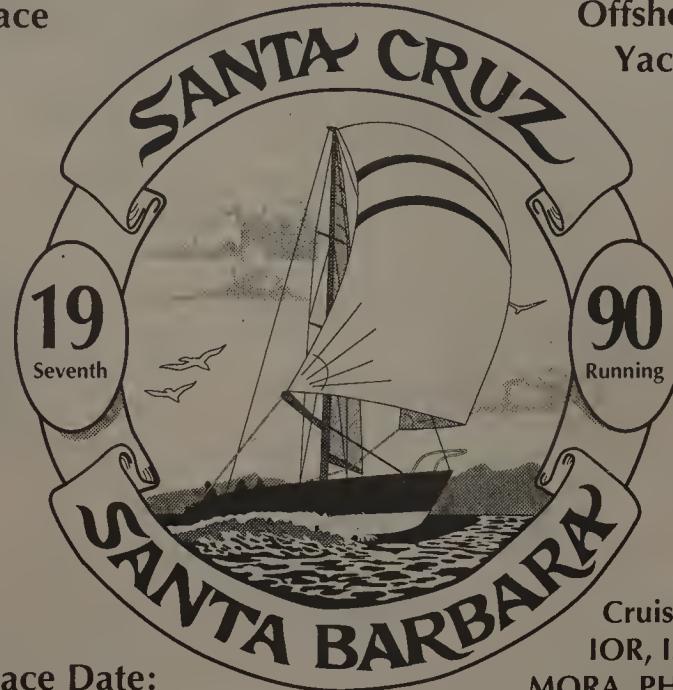
April 21-22 — 24th Annual Camellia Cup Regatta. Despite rumors to the contrary, Folsom Lake — site of the regatta — still exists! Bring your dinghy, multihull or keel boat up to Folsom Lake for one of the earliest and oldest inland regattas in NorCal. Doug Lent, (916) 966-4038.

April 21-22 — South Beach YC Tune-Up Races. Practice starts beginning at 11:00 a.m. on Saturday, followed by a short race at 1 p.m. A second tune-up race will start at 11 a.m. on Sunday. Scott Selover, 369-0851.

April 27 — Spring Sailboard Series off StFYC. First of six Friday evening regattas. Short, informal and fun. Racing in several divisions; club facilities available afterwards; enter series for \$25 or individual

Notice of a Race

Open to all
Offshore
Yachts



Race Date:
May 25th, 1990

Cruising,
IOR, IMS,
MORA, PHRF,
and One Design

For information, contact the Santa Cruz Yacht Club
P.O. Box 454, Santa Cruz, CA 95061
(408) 425-0690

Hosted by the Santa Cruz Yacht Club
Reception by the Santa Barbara Yacht Club
Sponsored by Larsen Sails and West Marine Products

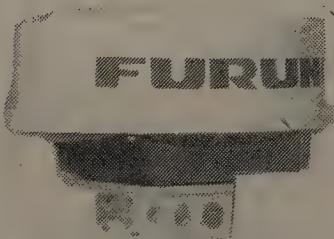


FROM STOCKTON TO THE GOLDEN GATE - AND BACK!

FOR RACE PACKET CALL:
PAT BROWN - Race Chairman: (209) 838-3285
SSC HARBOR OFFICE: (209) 951-5600

FURUNO[®] USA

ANNOUNCES A MAJOR PRICE REDUCTION ON YOUR FAVORITE ELECTRONICS - PLUS - SEVERAL NEW ADDITIONS!!



MODEL 1720

Small, lightweight and inexpensive, the 1720 has proved to be ideal for sailboat installations.

New Low Price - \$1695



MODEL 1730

The 1730 has twice the output power of the 1720 for better target definition and longer range.

New Low Price - \$2325

NEW!!
Introductory Special

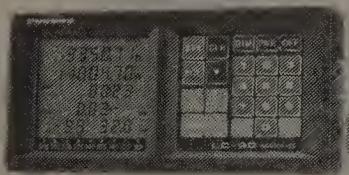


MODEL 1760

\$3295

New compact open array for a still better picture but using the same small display. Featuring 24 nm range, guard zone, EBL and VRM.

LC 90 LORAN



Probably the best Loran value on the market today.

New Low Price - \$725

NEW!!

GP 500

All new GPS receiver with multiple outputs for radar and autopilot interfaces.

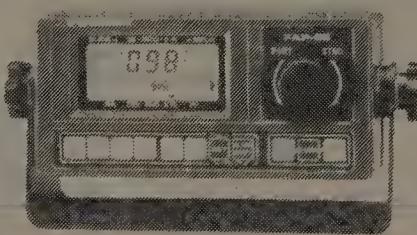


Introductory Special - \$4995

**JUST
INTRODUCED!!**

FAP 55

A quality commercial grade autopilot for precision automatic steering of larger hydraulically steered vessels.



MICROPROCESSOR CONTROLLED AUTOPILOT

List: \$3995

Special - \$2750

SALES • SERVICE • INSTALLATION

OF SAUSALITO
300 Harbor
Drive
94965
(415) 332-5086



Maritime Electronics
"We Make Boat Calls"

OF SAN JOSE
1539 S. Winchester
Boulevard
95128
(408) 378-0400

CALENDAR

races for \$5. We'd be there if we knew how to sail stand-up boats. StFYC, 563-6363.

April 27 — Newport-Ensenada Race. NOSA, (714) 640-1351.

April 28 — Doublehanded Farallones Race. 160 boats sailed in this popular race last year; more are expected this time around. Sponsored by BAMA. Don Sandstrom, 339-1352.

April 28 — Konocti Cup, a 26-miler on Clear Lake. Sponsored by the Konocti Bay Sailing Club, (707) 277-SAIL.

April 28-29 — Hard Chine Regatta. Richmond YC, 237-2821.

May 5-6 — The Annual Invasion of Vallejo, better known as the YRA Season Opener. YRA, 771-9500.

May 5-7 — Pacific Coast Collegiate Championships at Encinal YC, co-hosted by Stanford University. Ned Nicolls, 838-8023.

May 12 — Fremont Sailing Club's First Annual Women's Invitational Regatta. Lido, FJ, El Toro and Open Monohull racing for "verifiably female" skippers and crews. Lake Elizabeth (Fremont); 10 a.m. skipper's meeting; only \$5 entry fee. Bryan Leyda, 283-5378.

May 12-13 — Champion of Champions for 1989 ODCA season champs. YRA, 771-9500.

May 25 — Santa Cruz to Santa Barbara Race. See Race Notes. Keith MacBeth, (408) 356-7440.

May 26 — Master Mariners Regatta. Dan Drath, 851-7601 (evenings).

May 26-27 — 26th Whiskeytown Regatta. Two days of racing on a "full" lake, tent and RV camping, BBQs and fun. Dinghies through keelboats. Howard Fisher, (916) 241-1253.

May 26-28 — Volvo Regatta. Lauren Carlisle, 771-9500.

Please send your calendar items by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

April Weekend Currents

Date	Slack	Max	Slack	Max
3/31/Sat		0101/2.4F	0345	0720/4.7E
	1126	1429/3.2F	1807	2003/1.6E
	2310			
4/1/Sun		0306/1.9F	0548	0921/4.2E
	1340	1651/3.0F	2021	2217/1.3E
4/7/Sat	0021	0324/3.5E	0646	0945/3.3F
	1234	1536/3.6E	1902	2201/3.5F
4/8/Sun	0053	0353/3.8E	0725	1026/3.5F
	1321	1609/3.4E	1936	2230/3.3F
4/14/Sat		0108/1.8F	0343	0723/3.9E
	1120	1421/2.5F	1759	1958/1.5E
	2238			
4/15/Sun		0153/1.5F	0421	0814/3.6E
	1216	1515/2.3F	1900	2052/1.2E
	2331			
4/21/Sat		0147/3.1E	0526	0812/2.8F
	1108	1401/3.7E	1737	2035/3.5F
	2341			
4/22/Sun		0229/4.0E	0609	0903/3.5F
	1206	1451/3.8E	1818	2114/3.6F
4/28/Sat		0047/2.7F	0331	0704/5.4E
	1104	1409/3.9F	1747	1948/2.0E
	2249			
4/29/Sun		0142/2.3F	0425	0801/4.9E
	1207	1517/3.5F	1850	2049/1.7E

Visit Sausalito... with convenience.

If you've tried to visit Sausalito you know that it's difficult because of the limited guest docking available. Now, the Sausalito Yacht Club cordially welcomes all PICYA Yacht Club members and guests to its facilities on Saturdays and Sundays. Luxurious dining facilities include lunches and dinners with a special champagne brunch starting at 10:00AM each Sunday.

There are new docks and 10 buoys (\$5.00 per day per buoy refunded with meal service) for your convenience. Plus free shore boat service between the hours of 10:00AM and sundown.

For reservations please call 332-7400 for individual, group and cruise reservations. Channel 68 for shore boat service.



Sausalito Yacht Club
P.O. Box 267
Sausalito, California 94966

The Sausalito Yacht Club also offers complete banquet and catering services. Call for information.



SOLAR BATTERY CHARGERS

Lightweight, Unbreakable, Dependable

IDEAL FOR MARINE USE

Beautiful Blue Crystalline Cells, No Glass
Mega Lite 5, 10, 18, and 30 watt Panels
Twice as Efficient as the "Flexible" Panels
(Half the size for the same power output)
at 2/3 the Price and without the Power Loss
that occurs in "Flexible" Panels

BEST PRICES ANYWHERE

Speedy UPS Delivery. Visa/Mastercard OK

ENERGY DEPOT



Authorized Distributor for **SOLAREX**

61 Paul Dr., San Rafael, CA 94903 (415) 499-1333

7991 Folsom Blvd., Sacramento, CA 95826 (916) 381-0235

Call Toll-Free 800-822-4041



SPECIAL REBATES

ON ALL REMAINING 1989 BOATS

MAKE	REBATE
Ericson 28	\$10,495
Ericson 34	\$22,261
Olson 911	\$ 3,000
Olson 34	\$10,000
Pacific Seacraft 34	\$ 6,000
Jeanneau 41	\$20,000

YACHT BROKERAGE LISTINGS

PARTIAL INVENTORY

SZ	MAKE	YR	PRICE	29' CAL 2-29	'75	23,950
18'	CROWN	'78	\$ 3,500	29' RANGER	'72	17,950
20'	FLICKA	'80	28,995	30' PEARSON 303 ..	'77	44,950
21'	NORTHWEST	'78	6,500	30' CORONADO	'73	21,950
23'	ERICSON	'68	4,975	30' ERICSON	'81	42,000
24'	J-24	'80	10,500	30' CATALINA	'78	26,500
24'	DANA	'85	46,000	30' OLSON ULDB	(2)	17,495
25'	ERICSON	'80	15,950	30' ERICSON	(2)	39,950
26'	CHRYSLER	'78	13,950	32' WESTSAIL	(2)	43,500
27'	LANCER	'84	29,900	32' ERICSON	'85	49,950
27'	ERICSON	'75	9,995	32' PEARSON	'79	29,750
27'	ORION	'81	49,500	33' HUNTER	'80	33,950
27'	O'DAY	'77	11,950	33' PEARSON (10M) ..	'77	44,950
28'	COLUMBIA	'69	22,950	35' ALBERG	'65	36,500
28'	ISLANDER	(2)	22,950	35' C&C LANDFALL	'82	69,950
29'	ERICSON	(2)	17,750			



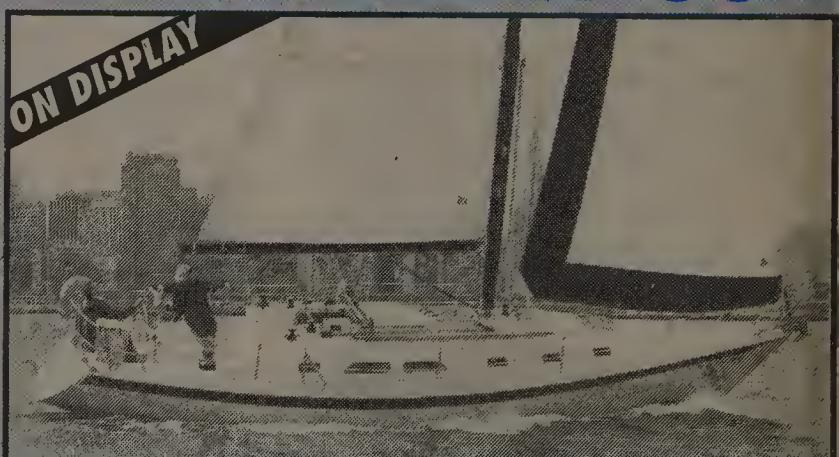
SINCE 1966

Crealock 34 by Pacific Seacraft



\$6,000 REBATE

Excellence begins with design. A proper sailing yacht must be a harmonious blend of technical sophistication, mechanical integrity and artistic beauty. Only with technical sophistication will she provide the degree of performance that will keep you smiling when other vessels sail close at hand. Only with mechanical integrity will she endure the rigors of time. And only with artistic purity can you truly love her. See why "Fortune" Magazine rates Pacific Seacraft the best cruising boat 37-ft and under built in America.



SPECIAL PRICE \$119,500

Includes: Boom Vang Center, North Sails, Full Batten Main, 100% Jib, Propane Stove, Nutone Blender, Kenyon Inverters, IMI Speed, Log, Depth, Wind Indicators, Microwave, TV, VCR, VHF Radio, Stereo w/ 2 Speakers; Harken Roller Furling Reefing, Gear Boom, Aft Led Halyards, Additional Water Tank, Corian Countertop and more. **Save \$24,500.00.**

2415 Mariner Square
Alameda, CA 94501

(415) 523-8773

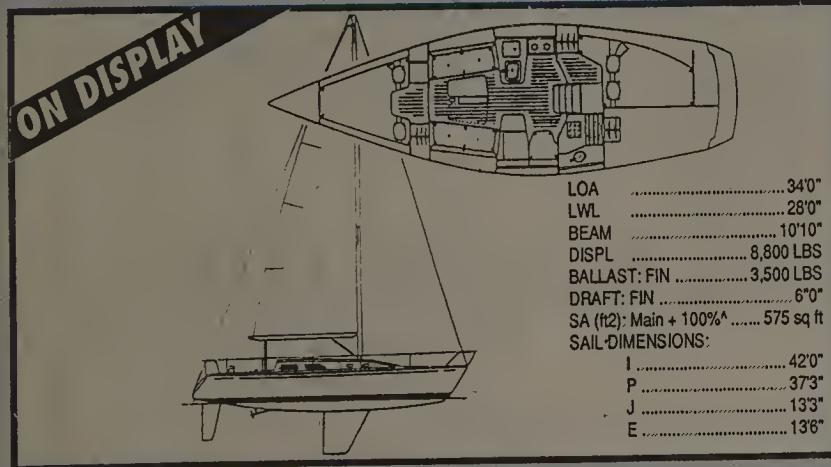
■*Jeanneau 12.50 (41')



\$10,000 REBATE

While sail handling will always be necessary on modern cruise sailboats, if only to optimize speed, on the **VOYAGE 12.50** special assistance comes from the main and genoa furlers designed-in right from the outset and factory-delivered on the three-cabin version. The four cockpit-aft-grouped self-tailing winches make their own contribution to round off this aid-system. You are ready for long trips or circumnavigation.

OLSON 34



\$10,000 REBATE

The **OLSON 34** is a thoughtful blend of performance sailing and gracious cruising. Topside, the look is sleek and modern. The cockpit is designed for the needs of the racer and yet its bio-mechanically engineered coamings and seats are ideal for comfortable cruising or entertaining.

- ERICSON
- INNOVATOR
- FAIRBANKS
- LUHRS

DEALER FOR:

- OLSON
- JEANNEAU
- CONCORDE



LARGEST INVENTORY

In Northern California - Over 2 Million Dollars of New Boats in Stock

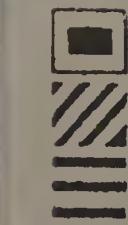
ALWAYS A BOAT SHOW BOATS NOW ON DISPLAY

Ericson 28', 32', 34' & 38'
Jeanneau 36', 12.50; Sun Legend 41'
Olson 911 & 34'
Crealock 34' by Pacific Seacraft
Radon Craft 16', 22' & 26'
Donzi 19', 21', 23', 25', & 33'
Lavante 30', Sweet 16, Classic 18, 22'
Luhrs 29', 34' & 40'
Fountain 30' & 33'
Concorde 20' & 23'

YACHT BROKERAGE LISTINGS PARTIAL INVENTORY

35' ERICSON	(2)	35,950	38' ERICSON	(2)	74,950
35' FANTASIA	(2)	65,000	38' PEARSON 385..	'84	110,000
35' SANTANA	'80	43,000	38' CATALINA	'83	45,000
36' CATALINA	'87	72,000	38' STEEL CUTTER ..	'78	80,500
36' ROBERTS	'84	29,950	39' CAL	'79	79,000
36' FORMOSA	'80	43,125	40' PEARSON	'81	85,950
36' HUNTER	'80	44,750	40' GULFSTAR	'78	78,900
36' MORGAN O/I ..	'87	49,495	40' LIDGARD	'82	65,500
36' ISLANDER	'83	86,250	41' STEEL	'87	161,000
36' STEELYAWL	'56	62,500	43' SWAN	'83	165,000
36' PEARSON	'85	99,500	42' BREWER	'87	155,000
37' O'DAY	'80	53,000	42' WESTSAIL	'76	124,500
37' CREALOCK	(3)	103,500	44' ROBERT	'80	80,000
37' HUNTER CTR ..	'84	69,000	45' JEANNEAU	'85	197,500
37' RANGER	'78	46,500	45' LIBERTY	(3)	169,000
			48' CT/PERRY	'77	169,000
			48' MAPLE LEAF	'74	101,500

- PACIFIC SEACRAFT
- DONZI
- RADON CRAFT
- FOUNTAIN



MARINER BOAT YARD

"Where Service Has Meaning"

DON'T WAIT THIS LONG!!



**CALL US FOR
THE
BEST
BOTTOMS
IN TOWN!**

**(415)
521-6100**

EXPERIENCED PAINTERS • GELCOAT REPAIR
FIBERGLASS SPECIALISTS • COMPLETE HULL PAINTING

**CALL PETE, OWNER/MANAGER
NOW (415) 521-6100**

**2415 Mariner Square Drive, Alameda
in Mariner Square**



COME AND SEE THE F-27

THE DECADE OF THE 1990s WILL BE THE DECADE OF THE F-27 . . .

Come and see why the F-27 is the hottest selling sailboat in America. To date, 120 boats have been delivered to delighted owners, and ten of them are right here in the Bay Area. The F-27 is the sailboat of the future because

THE F-27 IS FAST, STRONG, STABLE AND SAFE.

FAST

With sailing speeds of 25+ knots, the F-27 can sail circles around conventional boats of the same size. The F-27 can sail upwind at a faster speed than comparable-size monohulls. And she can sail off wind with the speed of a 70-footer! (Cruising, she goes about 55 on the highway!) The fastest growing one-design fleet on the Bay, the F-27 offers super high performance and an exciting new class unlike any other.

STRONG

Strongly engineered, the F-27 is made of state-of-the-art materials. Both the Atlantic and the Pacific Oceans have been crossed by owner-sailed F-27s. Yet at 2600 pounds, the F-27 can be towed by an average-size vehicle. Drawing only 14 inches of water, the F-27 can go where no other sailboat would dare! And the F-27 can be pulled right up on the beach . . .

STABLE

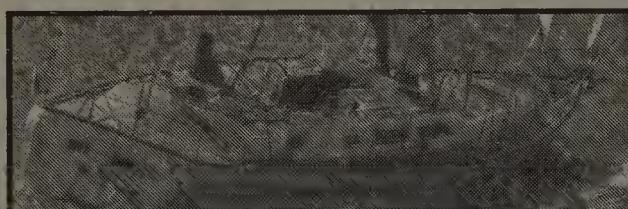
Because the F-27 sails nearly level and has a roomy cruising interior, she makes a great family sailboat. And because the F-27 is trailerable, you can cruise wherever you want. Setup time is about 20 minutes.

SAFE

The F-27 is made of space-age, light but strong materials. F-27's were designed to be strong enough to cross open oceans.



NORSEMAN 400 Fully equipped, great racing and cruising history. An exceptional offering at \$179,000.



TASWELL 43. Come see the new standard of excellence for offshore passage-making at our docks — the Taswell 43. The Taswell 43 offers the experienced yachtsman a rugged offshore cruising yacht of exceptional performance and sumptuous accommodations. If you want to do it right, come by and see the Taswell 43 or consider the Taswell 49 and 56.



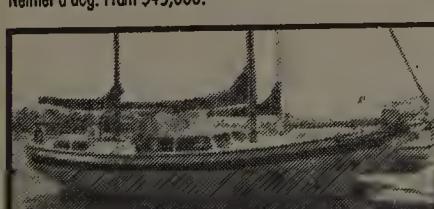
MAPLELEAF 48 Huge boat, new roller furling, AP, Combi sys, aft cabin, twin cockpits. \$98,000 or best offer.



TASWELL 43 '89. Essentially new & extensively equipped. Change in plans requires sale. Owner will consider lease option to purchase. \$222,000.



SANTANA 35 We have two of these popular one-design boats. Neither a dog. From \$45,000.



FREEPORT 41 '82. Probably the cleanest and most well equipped on the Bay. \$104,000.

BROKERAGE LISTINGS

21' FREEDOM w/trlr (2)	10,900	36' MAGELLAN	44,000
21' FREEDOM	10,900	39' FAIRWEATHER, '88	130,000
24' CAL, '69	7,500	39' FREYA, '78	79,500
25' CAL 2-25	14,900	40' NORSEMAN	179,000
25' US w/trlr	8,999	40' PEARSON	77,000
27' C&C MK IV	35,000	41' FREEPORT	115,000
28' ALBIN	27,000	416 COOPER	84,000
28' H-28	7,500	42' PEARSON, '82	125,000
29' CASCADE, '65	19,500	43' TASWELL	222,000
30' HUNTER, sharp!	27,950	44' PETERSON aft cab	110,000
30' ISLANDER	22,500	441 SWAN '79	\$185,000
30' PEARSON	29,500	48' MAPLELEAF	98,000
31' PEARSON '78	29,500	63' CUSTOM KETCH, '79	195,000
32' FREEDOM	77,000	60' "ANA MARIA"	95,000
32' GULF PILOTHOUSE	56,000	104' SCHOONER RV	1,200,000
35' SANTANA	48,000		

AT OUR DOCKS

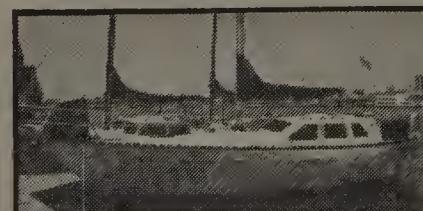


Cruising
Center
(415) 865-2511

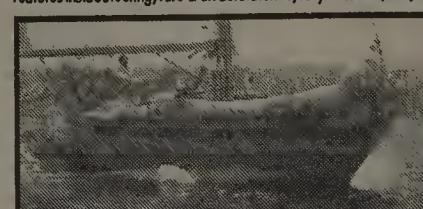
2415 Mariner Square Dr., Alameda, CA 94501



MAGELLAN 35 Traditional Angleman ketch, Volvo dsl, warm & comfortable, teak interior, perfect liveaboard. Reduced: \$44,000.



COOPER 416 Canadian bld. Big, rigged, well built. P/H design features inside steering, fore & aft dbl stbd rms, tub/shower \$84,000



PEARSON 40 1981. Meticulously maintained, well equipped, dodger, cruising spinnaker, autopilot, furler, autopilot. \$77,000.

"Everyone Needs a Bigger Boat"**KENSINGTON YACHT & SHIP BROKERS**

WEST BAY
475 Gate 5 Road, Sausalito
(415) 332-1707

TWO
CONVENIENT
LOCATIONS

EAST BAY
Mariner Square
(415) 865-1777

Exclusive Bay Area Dealer for Newport and Gulf
American Built at
Affordable Discounted Prices

SEE THESE NEW YACHTS
AT THE
ALAMEDA BOAT SHOW

Gulf 29

PILOTHOUSE
SAIL-AWAY
\$49,950

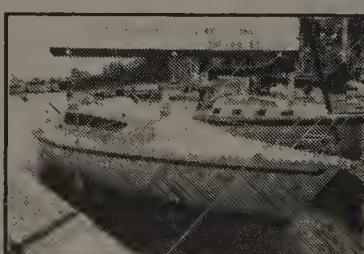
Gulf 32

PILOTHOUSE
SAIL-AWAY
\$67,960

Our Sailaway Package Includes: North Sails w/Hood furling system. Dual helms, Signet speed/depth, VHF, H/C water, propane cooking, self-tailing winches, complete safety package, ground tackle, custom Lewmar hatches, and many additional options.



36' STEEL CUTTER, Ketch, 1968. Swedish ocean veteran - tough cruiser. Asking \$65,000.



29' ELITE, 1984. She's French and looks it - *tres elegante*. Asking \$37,000.



33' NEWPORT, 1984. Great shape. Add any more stuff to this yacht & she'd sink. Asking \$48,000.



PEARSON 323, 1978. Dsl, furl jib, H/C water, Autohelm, stereo, wheel; clean. Asking \$39,900.



45' HARDIN KETCH '82. Center cockpit, spacious double cabins fore & aft. Cruise-ready & sharp. Asking \$107,000.



44' CSY CUTTER, '78. Spacious aft cabin, warm teak interior, great liveaboard cruiser. Asking \$125,000.



28' NEWPORT MK II, '81. Beautifully maintained. Dodger, diesel, autopilot, 2 jibs, new bottom job. Asking \$22,900.



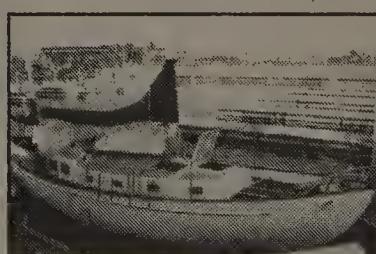
45' HUNTER, '87. A Bristol yacht and really loaded. Asking \$129,000.



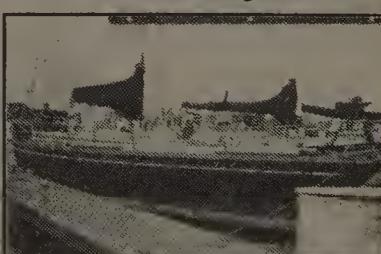
42' CHEOY LEE CLIPPER, '71. Classic lines of beautiful glass & teak in an ocean-worthy ketch-cutter. Asking \$89,000.



43' CHEOY LEE P.H. MOTORSAILER, '83. Fully founded ocean yacht & spacious liveaboard. Asking \$120,000.



37' STEEL DUTCH YAWL, 1956. Ocean vet, ready for long cruising or liveaboard. Asking \$62,500.



44' SWAN, '79. 12 sails, full ocean electronics. Well maintained. Asking \$185,000.

SELECTED SAILBOAT BROKERAGE

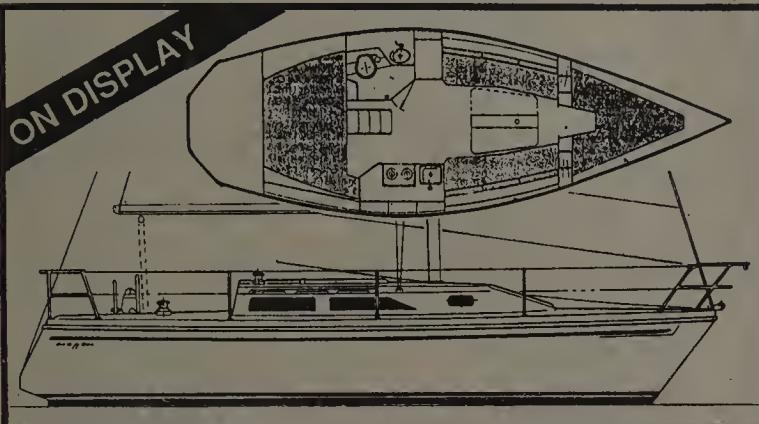
27' EXPRESS, '86	23,000	36' CATALINA, '84	58,000
29' ELITE, '84	37,500	36' ISLANDER, '79, dsl	54,000
29' ELITE, (French) sloop, '84	37,000	37' RANGER, '73	37,900
30' CATALINA, '81	34,900	38' ERICSON, '86	107,000
30' NEWPORT-II, '79	21,000	38' CATALINA, '83	43,000
30' TARTAN sloop, '78	27,000	38' EASTERLY slp, 1978	64,000
30' OLSON sloop, '81	18,500	39' NEW ZEALAND slp, '82	69,000
31' VINDO, (Finnish), '74	41,000	39' FREYA, '78	79,000
31' SAN JUAN, '77	18,000	41' NEWPORT, (2) from	49,000
31' DUFOUR, '79	39,500	41' FORMOSA ketch, (2)	71,000
32' GULF P.H., '82	54,900	42' STEEL cutter, '87	135,000
32' BENETEAU, '81	44,500	43' GARDEN ketch, '77	134,000
33' RANGER, '76	28,000	44' PETERSON cutter, '75	120,000
33' HUNTER, (2) from	36,000	45' EXPLORER cutter, '79	105,000
34' HUNTER, '83	51,000	45' PORPOISE ketch, '70	80,000
34' PETERSON slp, '82	OFFERS	47' PERRY cutter, '81	124,000
35' ERICSON, '79	43,900	55' STEEL (German) CTR, '88	189,000
35' MARINER, '65	32,000	60' GAFF cutter, 1911	95,000

Catalina/Morgan

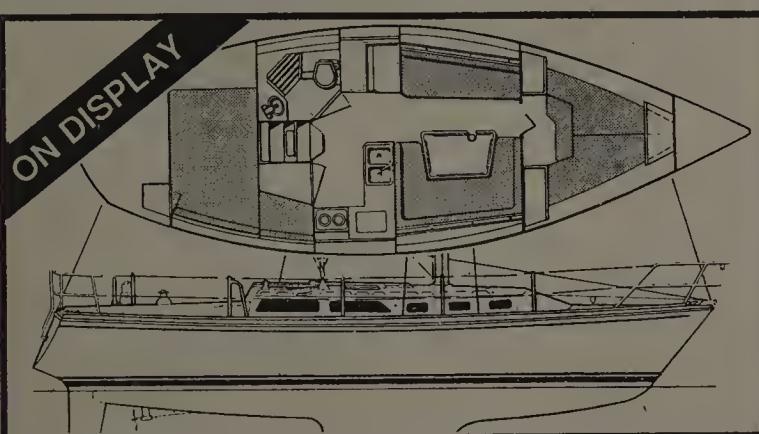
SAN FRANCISCO BAY'S DEALER

CATALINA
22 • 25 • 27 • 28 • 30
34 • 36 • 38 • 42MORGAN
41 • 45NONSUCH
26 • 30 • 33 • 36

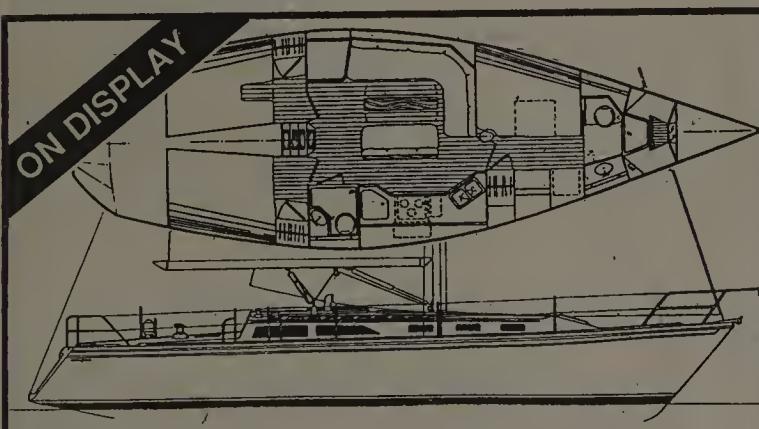
CATALINA YACHTS... Continuing a 20 year success story.



CATALINA 28 All new spacious 28 footer with 2 private double berths. Large head and galley, pedestal steering, walk-in transom, inboard diesel and more. a beautiful new boat with the comfort and room of most 30 footers. Sailaway \$37,995.



CATALINA 34 Fast, large beam 34 built by America's largest sailboat builder. Popular aft stateroom and head. Stop in and see why 5 of these 34's left for Cabo San Lucas this past winter. Sailaway at \$69,645.



CATALINA 42 Large 13'10" beam, two aft staterooms with head. Very large forward owner's stateroom with private head and separate shower. Walk-in transom to a large well layed out cockpit. A great sailboat at \$111,395, sailaway.

**Eagle Yacht Sales*
Farallone Yacht Sales

MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER

EAGLE YACHT SALES

SAIL	.....	SAN MATEO
22'	CATALINA	... (2) FROM \$5,900
22'	SANTANA	..... 4,500
22'	O'DAY, 1984	..... 8,500
23'	RANGER, 1973	..... 6,000
25'	MERIT, 1979	..... 10,500
25'	CATALINA, '81 2 FROM	10,900
25'	O'DAY, 1976	..... 10,900
26'	FOLKBOAT, '72	..... 11,995
27'	CATALINA ... (3) FROM	14,500
28'	CAL, 1967	..... 8,500
29'	PEARSON	..... 17,500
29'	ERICSON, 1970	..... 18,500
30'	COLUMBIA (9.5)	..... 24,000
30'	CATALINA ... (3) FROM	26,500

30'	RAWSON (P.H.)	..... 33,000
30'	CATALINA ... (4) FROM	25,500
30'	FISHER (P.H.)	..... 45,000
31'	PEARSON, 1978	..... 32,500
32'	BENETEAU, '79	..... 35,000
32'	MORGAN, 1981	..... 44,900
32'	WEST5AIL, 1975	.....
33'	NAUTICAT (P.H.)	..... 95,000
33'	MORGAN	..... 42,000
33'	MORGAN, '74	..... Call
34'	CATALINA, 1986	..... 58,000
34'	CAL, 1976	..... 38,000
34'	HUNTER	..... 49,000
36'	PEARSON, 1981	..... 74,000
38'	CATALINA	..... 60,000
39'	FREYA, 1981	..... 94,000
39'	FAIRWEATHER	..... 122,000
40'	BENETEAU, 1983	..... 95,000
42'	MORGAN	..... 42,900

TELL PARK RANGER
EAGLE YACHTS FOR FREE ACCESS

LISTINGS NEEDED!!

List with us and receive
full Bay Area coverage
with our "two offices"

FARALLONE YACHT SALES

SAIL	.....	ALAMEDA
39'	FREYA, 1981	..... 94,000
39'	ERICSON, 39B, 1975	.... 65,000
38'	ERICSON, 1986	..... 117,500
38'	CATALINA, '83	..... 53,200
36'	CATALINA, '84 2 FROM	57,500
35'	NIAGARA, 1981	..... 69,995
34'	CATALINA, 1986	..... 58,000
32'	ERICSON, 1972	..... 35,000
32'	ARIES, 1981	..... 48,000
30'	NONSUCH	..... 2 FROM 65,000
30'	CATALINA	..... 3 FROM 24,900
30'	ISLANDER, 1979	..... 28,500
27'	COLUMBIA 8.3, 1977	.... 22,500
27'	CATALINA	..... 5 FROM 12,995
27'	NEWPORT, 1973	..... 11,800
26'	COLUMBIA Mk3	..... 11,200
26'	COLUMBIA Mk2	..... 9,500
26'	PEARSON, 1976	..... 8,800
25'	CATALINA, 1983	..... 13,995
25'	O'DAY, 1976	..... 11,400
25'	MERIT, 1983	..... 10,000
25'	US, 1982	..... 9,000
23'	MERIT, 1985	..... 8,250
22'	CATALINA, 1988	..... 13,500
22'	CAPRI, 1987	..... 11,000
22'	COLUMBIA, 1975	..... 5,500
22'	COLUMBIA, 1968	..... 3,500
20'	CAL, 1965	..... 3,900
14'	VAGABOND, 1980	..... 1,200

Coyote Point Marina, San Mateo

(415) 342-2838

Mariner Square, Alameda

(415) 523-6730



CATALINA 27. '77. EXCELLENT CONDITION, REBUILT DSL, MANY EXTRAS. ASKING \$14,995.



CATALINA 30. WIDE SELECTION OF USED 30'S AVAILABLE. LATER MODEL '30 W/LRG DSL AVAILABLE. LOADED. CALL US!



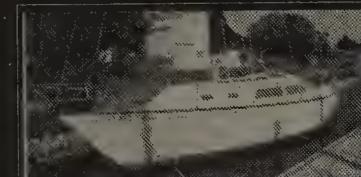
NAUTICAT 33. '82. LORAN, VHF, KM/DS, WINDLASS, FURL. JIB, BEAUTIFUL COND, READY TO SHARE ITS COMFORTS. \$95,000.



NONSUCH 30. '88. ULTRA. IMPECCABLE CAT-LIKE SINGLEHANDED, FAST/ROOMY, BEST EQUIPPED NONSUCH ON THE BAY. \$98,500.



CATALINA 34. DODGER, AUTOPILOT, LORAN. \$58,000.



ISLANDER BAHAMA 30. PEDESTAL STEERING, AUTOPILOT & MORE. \$28,500



CATALINA 38. '83. BOAT IN VERY GOOD CONDITION W/LOTS OF SAILS/EXTRA GEAR. PRICED TO GIVE AWAY AT \$53,200.



FREYA 39. 1981. JUST RETURNED FROM CRUISE; COMPLETELY RIGGED; READY TO GO! \$9,000.

NEWS FLASH!

#3 J-44 Arrives in California!

We now have commitments for (4) J-44s and (24) J-35s in the St. Francis Big Boat Series. May schedule for J-35s: 5/5-6 YRA Vallejo; 5/19-20 St. Francis Stone Cup; 5/26-28 Volvo Regatta. Individual crew openings for the J-35 World Racing Clinic 4/14-15 given by Yachtsman of the Year Larry Klein. Open now - Call for details. Pre-owned Js: (2) J-35s (3) J-29s (1) J-30 (2) J-28s (1) J-27 (3) J-24s (1) J-22. Call for details and prices.

BROKERAGE SPECIALS

SAIL

J-24 (4)	from 10,500
24' Captiva '86	12,000
25' Santana '81	9,500
26' Ranger '71	11,950
J-29 '83	27,500
29' Ranger '73	17,500
30' O'Day '81	35,000
30' Coronado '70	20,000
35' Coronado	35,000
36' Islander '76	59,000
37' Ranger	38,500
37' O'Day '80	55,000
38' Catalina '83	45,000
41' C&C Custom '82 Racer	110,000
43' C&C '72 19 bags of sails	75,000

43' Gulfstar	
46' Formosa '80	110,000
50' Force '74	125,000
POWER	
44' Marine Trader '77	85,000
45' Gulfstar '79	170,000
47' Monk McQueen '64	55,000
48' Barbee '43	29,500



415/523-8500

REPO HOTLINE

415/523-8502

SIZE	MFG	YR	DESCRIPTION	VALUE	HIGH BID
POWER BOATS					
19	BAYLINER	85	VOLVO 125HP, TRAILER, GOOD CONDITION	7,000	3,800
19	SUNBIRD	89	MERC 175HP, TRAILER, NEARLY NEW	10,000	7,000
21	BOHNER	80	454 SUPERCHARGED GAS JET, BOAT COVER		
22	SEA RAY	79	MERC CRUISER 260HP, TANDEM TRAILER	8,500	
25	ONZI - R	88	MERC 370HP, 110HRS., LIKE NEW, CANVAS	50,000	23,000
28	CARVER	86	TWIN CRUSAER 220, FLYBRIDGE, NEW CANVAS	50,000	41,000
31	8AJA CRUISER	89	TWIN VOLVO 271S, ANCHOR PACKAGE	58,000	39,000
SAILBOATS					
27	US YACHT	82	INBOARD VOLVO, 8HP, PRESSURE WATER, SHOWER, GOOD BUY	25,000	
34	HUNTER	86	YANMAR DIESEL, VHF, DEPTH, STEREO, CLEAN	57,000	36,000
59	STEEL KETCH	72	CUSTOM YACHT, VOLVO DIESEL, T2 SAILS, RAOAR, AUTOHELM	150,000	62,000
SOON TO BE RELEASED FOR SALE					
25	BAYLINER	75	NEW ARRIVAL! VOLVO GAS 255HP, HEAD, GALLEY, CANV COVER	7,500	



J/Boats

West

(415)
522-0545
ALAMEDA

Don Trask
Dave Willke
John Niesley
Nate Knowles
Kimo Worthington

1972 59' Steel Ketch,
Volvo diesel, 12 sails,
radar, auto helm,
Value \$150,000.
High bid \$62,000

Unless otherwise noted, all boats are
located in our storage yard, or at our
docks at Mariner Square in Alameda.
Call if you need directions to our office.
(415)523-8502

THE
NATION'S
LEADING
BOAT
FINANCING
SOURCE

YEGEN
MARINE
YACHT FINANCING FOR AMERICA

• A DIVISION OF YEGEN ASSOCIATES, INC.
BRINGING BORROWERS AND LENDERS TOGETHER
SINCE 1935

ASK FOR JOAN BURLEIGH
(415) 523-7301

(415) 523-7389 FAX
(800) 972-6517
(IN CALIFORNIA ONLY)
2402 MARINER SQUARE, SUITE 2A
ALAMEDA, CA 94501



MAGELLAN

WE BRING GPS DOWN TO EARTH.™

NORTHERN CALIFORNIA MAGELLAN DEALERS BRING GPS TO YOU!

- Incredibly Accurate
- Handheld, Lightweight
- Buoyant, Waterproof
- Easy to Use
- External GPS Antenna Available
- Stores 50 Waypoints

Witness the new technology at work today.
For a *Free* Demonstration, contact:



Northern California Dealers

SANTA CRUZ
500 SEABRIGHT
MON-FRI 8:30-5:00
SAT 9-2
(408) 425-8100

**JOHNSON
HICKS**
MARINE ELECTRONICS

ALAMEDA
FT OF PARK ST BRIDGE
TUES-FRI 11-6
SAT 11-2
(415) 665-3777

SAUSALITO
300 HARBOR
DRIVE
(415) 332-5086

Maritime Electronics

"We Make Boat Calls



SAN JOSE
SOUTH
WINCHESTER BLVD.
(408) 378-0400

All

 **West Marine Products**

Locations



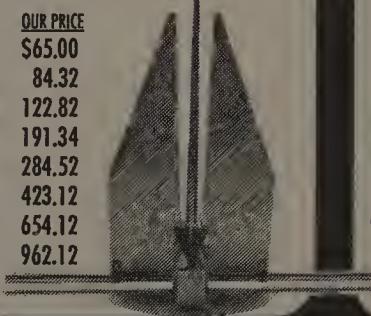
RICH WILDES **CAL-MARINE**
ELECTRONICS CORPORATION
PIER 19 • THE EMBARCADERO • SAN FRANCISCO
(415) 391-7550

SVENDSEN'S

The Boaters Discount Supermarket

FORTRESS MARINE ANCHORS

DESCRIPTION		LIST	OUR PRICE
FORTRESS ANCHOR	20' BOAT	4 LB	\$ 84.50
FORTRESS ANCHOR	30' BOAT	6 LB	109.50
FORTRESS ANCHOR	35' BOAT	7 LB	159.50
FORTRESS ANCHOR	40' BOAT	14 LB	248.50
FORTRESS ANCHOR	48' BOAT	19 LB	369.50
FORTRESS ANCHOR	55' BOAT	31 LB	549.50
FORTRESS ANCHOR	65' BOAT	44 LB	849.50
FORTRESS ANCHOR	80' BOAT	65 LB	1249.50



THIS COMBINATION WILL REVOLUTIONIZE BOATING PLEASURE FOR YOU.

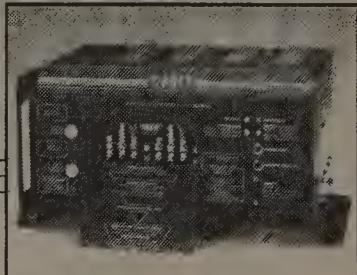
CANAFLAME'S revolutionary, new gelled fuel is the ultimate boat fuel for heat, cooking, light and atmosphere. It's safe. It's convenient. It's practical. For sail boats and power boats...big or small. Canaflame is the friendliest flame on land and sea.

CANAFLAME'S Marine Portable Fireplace is the perfect vessel for a perfect fuel. Together they are the unbeatable combination for pure boating pleasure.

CANAFLAME 

List \$295.00
Our Price \$269.00

heart
INTERFACE



Inverters / Chargers

	List	Our Price
Inverter-Charger	1800 watt 12V	\$1650.
Inverter-Charger	2800 watt 12V	2630.
Inverter	600 watt 12V	150.

1851 CLEMENT AVENUE
ALAMEDA, CA 94501

(415) 521-8454

OPEN TO SERVE YOU
M-F 8-5:30 SAT 8-5
SUN 9-4

ALL LEATHER BOAT SHOE ADDED TO HARKEN LINE

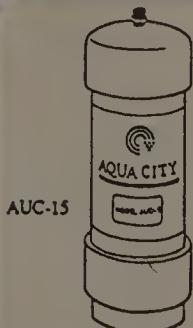
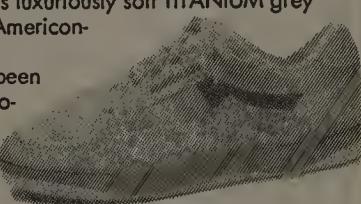
THE TITANIUM boot shoe represents the latest development by HARKEN in high-tech leather footware for boaters. This luxuriously soft TITANIUM grey shoe is made of top-groin HYDROPEL™ American-tonned cattle hide.

The leather of the TITANIUM shoe has been treated with a tonned-in, silicone-based water repelling system, and the leather's surface is finished with silicone, so water beads up and the shoes dry quickly. HYDROPEL leather, a Harken TITANIUM

shoe exclusive, keeps water absorption to a minimum. The shoe stays supple, even after repeated exposure to water. As an added bonus, there is no "breaking in" time - the shoe feels glove-soft the minute you slip it on.

List: \$90.00

INTRODUCTORY PRICE: \$67.50



AQUA CITY

	List	Our Price
Counter Top Unit	2,000 gal	\$110.46
Counter Top	10,000 gal	\$186.96
Ice Maker Unit	3,000 gal	\$ 67.96
Under Counter Unit	10,000 gal	\$161.46

HARKEN

JIB REEFING AND FURLING SYSTEMS



**10% DISCOUNT
OR**

**FREE
INSTALLATION**

LETTERS

↓↑WATER, WATER

A few months back you reported on how pleased the crew of Captain Musick has been with their 12-volt reverse osmosis desalinator. Powered by regular house batteries, they reported it made something like 30 gallons of water a day with a very reasonable amount of drain on the house batteries.

In Mexico — where jerry jugging water of dubious quality to boats with typically tiny water tanks is a real pain — the units have been a godsend. I'm saving up to buy one now.

In the interest of offering a complete watermaker picture, however, you missed one type: the manual unit. Recovery Engineering makes the Survivor that operates by hand power. It takes ten minutes of pumping to produce a single cup of fresh water. Not a lot, but the difference between life and death in liferaft situations. Humans can live with little or no food for a month or more; it's pretty much curtains after a week without water.

Right now I'm trying to decide which unit to buy. The little Survivor, which as the name implies, is really only suitable for emergencies — and very special cups of coffee in the morning — retails for about \$500. That's not much, but then it doesn't do much. Recovery Engineering's 12 volt desalinator — which can also be used manually in emergencies — goes for about \$1700. That's probably the unit I'll end up with.

Of course, after being deprived of water for so long, I'm beginning to think about splurging. For about \$4,000 I can have an alternator and 200/gallon a day system installed on my boat. What a difference that would make in my life! I could take four or five leisurely showers a day and my boat would be a mecca for all the cruising women in the area who would do just about *anything* (heh, heh) for a shower. I'd still have enough water left over to sell to the other boats around me.

But why should I think small? For around \$8,000 I can get a 1,500 gallon/day system and sell water to the Mexicans! Let's see, if I sell 1500 gallons a day at 20 cents a gallon that comes to \$300 a day. Am I crazy or am I gonna be swimming in the money!?

P.S. Remember, I came up with the idea so nobody else horn in on it.

Delirious From Thirst
Santa Rosalia, B.C.S.

D.F.T. — Come the turn of the century it looks like it will be you and The Donald battling it out for richest man in the world.

↓↑EPIRBs WORK AGAINST SURVIVAL?

Your January issue caught up with us at Carriacou in the Grenadines. As always it was a pleasure to read; I especially enjoy the pungent replies to the letters. So it is with a sense of putting my head in the lion's mouth that I pick up my pen to take issue with one of your favorite sons, the Bay Wanderer.

In his *Tips For Forty-Sailing*, one of the pieces of gear that he singles out for praise is the EPIRB. The stance that he, in common with practically all the yachting press, seems to take is that the EPIRB is a vital — the vital — piece of equipment for every boat sailing offshore. And am I reading too much into his piece to get the impression that, by extension, those who sail without an EPIRB are behaving irresponsibly? While I don't deny that EPIRBs have brought about some dramatic rescues, of which the Wanderer cited several, and would never go so far as to advise people to sail deliberately without one — although we on *Khaya* do just that — I am concerned that the other side of the argument is so rarely presented.

The 'other side' has, I think, two aspects to it; the moral and the practical. As recreational sailors we go to sea at the behest of no one and for no other reason than our own pleasure. And there's no better recreation, so long as it harms no others. But do we then



GET IN ON THE GROUND FLOOR OF A GREAT NEW SAN FRANCISCO YACHT CLUB

JOIN US

We're looking for a few more good members as we go into our third season 180 members strong.

GOOD PEOPLE, GREAT ACTIVITIES

A club for those interested in boating, either sail or power, with or without your own boat. Full schedule of events including cruises, parties and dinners. Ongoing Friday night races and Jazz Cup sponsorship.

NEW CLUB HOUSE

Socialize in a relaxed friendly atmosphere. Our new bar and deck overlook the boats in South Beach Harbor. We're just minutes from downtown San Francisco. Easy to get to from hwy's 80, 101, and 280.

AFFORDABLE MEMBERSHIP

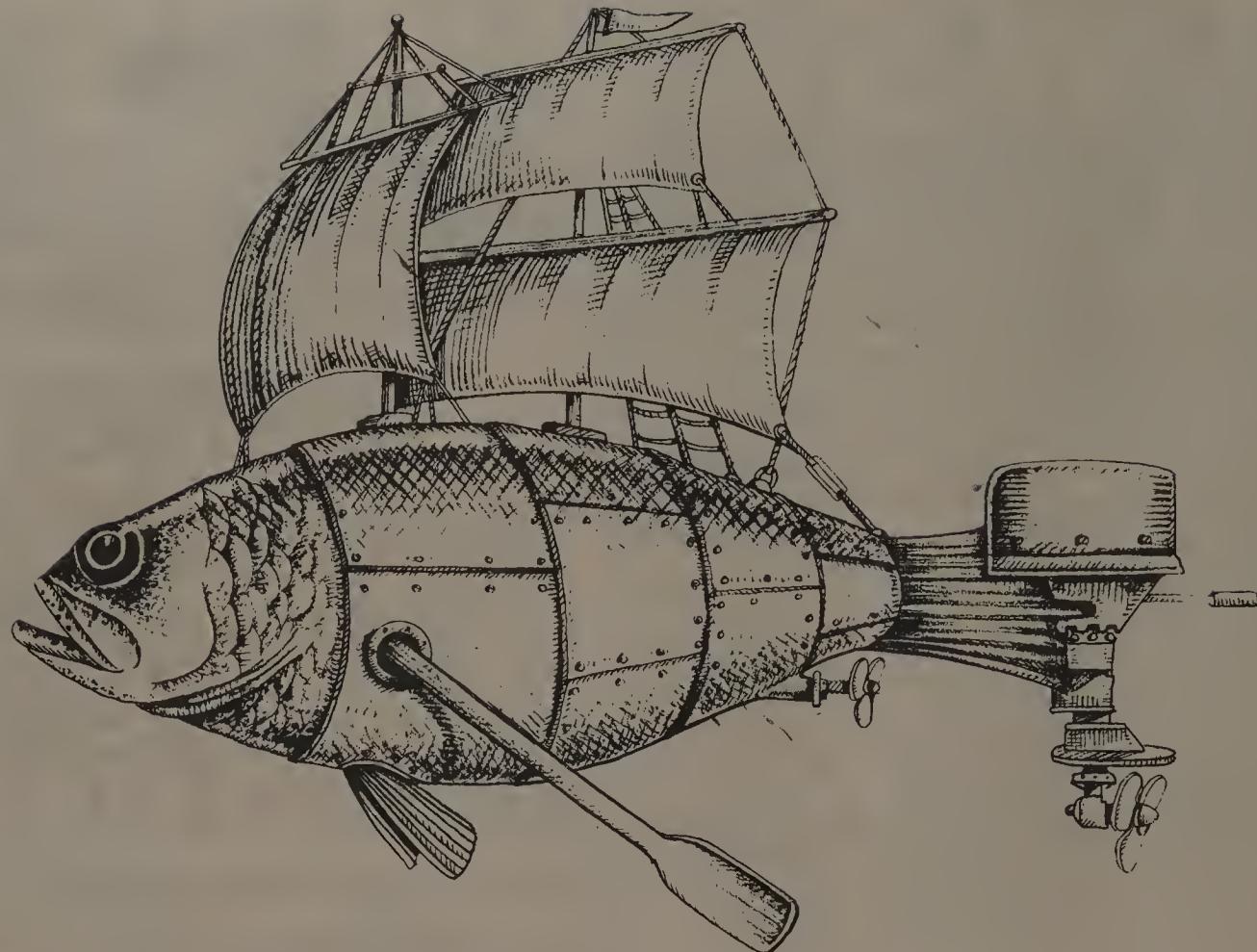
Check out our innovative membership plan. It will fit your needs and your pocketbook.

OPENING-DAY-ON-THE-BAY PARTY

All day activities. Call (415) 495-2295 for information and an invitation. Come help us celebrate our second anniversary and the start of a new season.

South Beach Yacht Club

EMBARCADERO AT PIER 40, SAN FRANCISCO



We Insure Almost Everything In The Water.

After 55 busy years in a truly maritime community we've been asked to insure a lot of "wet" things. From cargo to tugs to fishermen to pleasure yachts. Which is where the fun begins.

While none of them have looked like the fellow above (some have come close) we take pleasure in accommodating a wide variety of watercraft insurance needs.

After all this practice you can feel comfortable that a call to our seasoned, professional staff will find

the best possible coverage at the lowest cost to meet your boating needs.

We don't dazzle you with any confusing hype. Boat insurance is a straight forward topic that should be dealt with in the same manner. Get your money's worth — give us a call.

**Call Duane, Kevin or Pat
(415) 523-3435
(800) 647-2025**

TEDRICK-HIGBEE

INSURANCE SERVICE
P. O. Box 567
Alameda, Ca. 94501-0007

LETTERS

have the right to call in outside agencies when we get into trouble?

For many sailors a large part of the attraction of the cruising way of life — and frequently their reason for adopting it initially — is the simplicity, the feeling it allows of being — as far as any man is — in control of his life. Is it then fair to rely, when the chips are really down, on a rescue system so complex and expensive that only the world's most technologically advanced nations could create it? Why not have it all, enjoy the simplicity and make use of the technology? Well, I'm not quite sure why not — but I for one would not be comfortable doing so.

My practical misgivings are easier to express. The *Wanderer* claims that 'it's far more important to have a functioning EPIRB than either food or water'. If we pass lightly, as does he, over the word 'functioning', isn't he putting all his eggs rather firmly in one basket? And that in a situation which, because of its very unpredictability, should indicate a survival policy allowing as broad a spread of options as possible? In the tense moments when abandoning ship, it's all too easy to imagine one's single hope of salvation being dropped (I'm aware that many float but I wonder what their rate of drift is), smashed, inadvertently opened or even forgotten (unlikely, I grant you). Things would seem hopeless indeed sitting in your liferaft and realizing that the 'magic box' is missing. Not so much because it 'is' missing (it might well not have been working anyway) but because the crew had not begun to accept and come to terms with the idea of their responsibility for their own salvation. Survival sagas seem to illustrate that those individuals who are determined to fight their own way out of their predicament, despite injury, equipment failure and the cancelling of searches, do survive.

Whereas an EPIRB can be bought (the expense is only moderate and soon over), survival techniques must be studied and learned; perhaps the more difficult option. The reservations I feel when reading the slightly glib articles on EPIRBs, of which the *Wanderer*'s two paragraphs are only an example, are because they lead the reader away from the unpleasant contemplation of suffering and death that might be the start of a plan for active survival and a building up of mental stamina. By all means hope for the best; but isn't it wise to plan for the worst?

Times, happily, change. When I was learning to sail as a small child in the late '50s my grandfather refused to allow any of us to wear lifejackets. His belief was that if we did get into trouble we would neither wish to imperil any would-be rescuers nor live with the shame if we did. The ban was not popular with our mothers, and so in 1959 he produced a set of kapok-filled lifejackets, which were so heavy that even at the age of five I was well aware what my fate would be if I fell overboard. Family legend holds that my grandfather first scrubbed out the "White Star Line, S.S. *Titanic*" printed on them.

It seems funny now — perhaps even criminal to some — but here was a man prepared to take his life and those of his grandchildren on the principle of being responsible for one's self. And while EPIRBs do not, of course, intrinsically weaken this principle, should the yachting press not occasionally point out that the EPIRB's publicists frequently do so, if only by inference? In so doing, I believe they may actually be working against their readers chances of survival.

Rupert Lyle
Lyle Design, Naval Architect
London, England

Rupert — While the *Wanderer* agrees that most of the world's ills (overpopulation, dirty civic centers, lousy movies, piles of dishes left in sinks, cavities, etc.) can directly or indirectly be attributed to people refusing to take responsibility for their own actions, he nonetheless thinks you're going a little too far in trying



IN STOCK AND READY FOR IMMEDIATE DELIVERY.

"Our national marine financing experience will quickly and efficiently put you in the boat you want."

Maryland National Bank has the money you need in stock for the boat you want.

- 24 hour turnaround on loan request
- Loans for new or pre-owned vessels
- Refinance your present boat loan at a lower interest rate
- No points
- No balloons
- Competitive rates and extended terms
- No prepayment penalties
- Complete documentation handling
- National financing experience

Ask about our
SPECIAL low monthly payments
TO APPLY TODAY, CALL

1-415-522-7739



MARYLAND NATIONAL BANK

1(800)447-7739
1070 Marina Village Pkwy
Suite 101
Alameda, CA 94501



SEE THE HUNTER LINE
AT THE BOAT SHOW,
APRIL 21-29, MARINA VILLAGE



ALL AT
OUR DOCKS!!



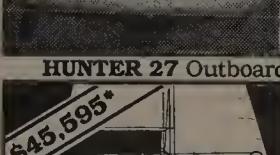
\$10,145



\$15,895



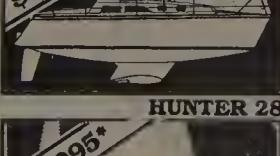
HUNTER 18.5



HUNTER 23

HUNTER 27 Outboard

HUNTER 27 Inboard



HUNTER 28



HUNTER 30



VISION 32



LEGEND 35.5



LEGEND 37



LEGEND 40



LEGEND 42 Mid-Cockpit

TODAY'S HUNTER: THE CHILDREN OF "THURSDAY'S CHILD"

Like 'Thursday's Child' all
Hunter sailboats are:

- Strong and capable
- Designed for performance
- Progressive in design
- Efficient in sail plan
- Simple and clean on deck
- Painstakingly and thoughtfully engineered
- Factory committed to success
- Rigorously tested

Unlike 'Thursday's Child' all
Hunter sailboats have:

- Light open interiors
- Been designed for comfort
- Galley designed for cooks
- Wing keel for performance
- Heads and other creature comforts
- Best Value today!

COMPLETE SAILAWAY PRICES INCLUDE:

- Bottom paint
- Five year 100% blister warranty
- Roller furling jib
- All sail covers
- All safety gear
- Fathometer
- VHF radio
- Stereos
- 110 electrical system
- Hot and cold water
- And much, much more!
- For all boats 27' & above
- Freight
- Complete commissioning

- **Tradewinds Service Package**, which includes:
 - In the water sailing check-out
 - After delivery inspection
 - Unlimited after delivery consultations
 - Complete maintenance and tuning check-out

ASK ABOUT OUR CHARTER PLACEMENT PROGRAM

Tradewinds
Sailing Center

Serving Sailors for **28** Years

SEE OUR BROKERAGE AD, PAGE 201

Marina Bay (415) 232-7999

Sacramento (916) 483-2780

LETTERS

to undermine the moral and practical justifications for the use of EPIRBs.

The Wanderer, who never gets around to wearing a lifejacket, usually has an EPIRB when he sails. And he feels perfectly justified in doing so because many emergencies at sea aren't the result of something the captain or crew either did or did not do. Boats — especially now — are rammed by whales or hit containers. Crew get appendicitis attacks. Mariners are run down by carelessly operated ships. Masts that fail because of poorly cast fittings can poke holes in hulls. Starter motors stick and cause fires. The Wanderer could live with dying if it was caused by a major screw-up on his part, but he'd be pissed if he were to suffer or die as a result of being an innocent victim.

And despite his cold, hard exterior, there beats within the Wanderer's chest a warm and loving heart. He even feels that it's morally permissible for mariners who precipitated their own crisis to use an EPIRB — as long as they get a good scolding and perhaps a hefty fine — once the incident is over. The Wanderer notes that mass murderers in California get the country club treatment; would it really be fair then that a mariner face the 'death penalty' merely for neglecting to double up on hose-clamps below the waterline? The Wanderer doesn't think so.

While the Wanderer is philosophically opposed to it, he suggests that if you really want to be practical about mariners in distress, all sailors going offshore should be required to carry one of the new '406' EPIRBs that beam the boat's identity and location up to a satellite. The Wanderer feels it's in the public's fiscal interest to be able to immediately locate mariners in distress rather than have to instigate expensive sea and aerial searches covering hundreds of thousands of square miles of ocean.

In short, the Wanderer says he's in favor of saving as many lives as possible — except in the case of murderers and child abusers. "Q'em at San Q," is his motto for the latter.

THE BALBOA 20 GETS MY VOTE

I thought you were supposed to carry an oar inland until you meet someone who asks what it is. My heart goes out to Mark Bryani [Letters, March] who obviously took the whole damn boat to Nebraska!

Geez, Mark, talk about overdoing it! No wonder those people think we're nuts.

Anyway, about Mark wanting to get more information about his Balboa 21:

Don't bother calling AurtherMarine or any of the other people who, once upon a time, built the Balboas. I've tried. There's no record of any of them and nobody knows where any of the molds are — or anything else. Assume it's all Gone With The Wind.

Mark might try calling Hans Carmigelt (I'm not sure of the spelling of the last name) in Lakeport, who appeared in *Latitude*'s race results last year because he finished second in his class in the Clear Lake Regatta with his Balboa 20. I own a Balboa 20 also and called Hans to get information about them. It turns out that:

1. Hans is one of the really nice people. He must have spent an hour talking to me, and every minute I learned something. At the end of the conversation he invited me to come up to Clear Lake for the next regatta, tie up at his dock, and, in general, make myself at home. All this from talking over the phone!

2. Hans helped Lyle Hess design the Balboa 20, and helped build them as well. My guess is that Mr. Hess designed the 21, 26, and 27 as well.

3. Hans has sailed his Balboa 20 many times in MORC races, including going out to the Farallones a couple of times. They are really well built, to MORC standards, and he has sailed them in some pretty extreme conditions without any failures.

Which brings me to two final points:

At one time *Latitude* was asking for nominations of small boats

KILL CURIOSITY NOT BATTERIES!



Curious about how much energy you consume from your battery? Curious about when to recharge? Curious about when to stop charging? With our new Amp-Hour Meter, you can kill your curiosity instead of your batteries. Our Amp-Hour Meter is simple to understand. At last, a "gas gauge" for your battery that is not a glorified volt meter but which records Amp-Hours of energy used from the battery and displays them with a minus sign. Charging Amp-Hours are counted back to zero when the battery is fully charged. Over-charged Amp-Hours are displayed as positive. Amp-Hour Meter is easy to install. Give us a call. ONLY \$199.99 (Shunt available for \$39.95)

CRUISING EQUIPMENT CO.
6315 Seaview Ave. N.W., Seattle, WA 98107
(206)782-8100

We Can Fix Your Broken Toys ...

**For the Best In Quality
Electronic Service**



- Sales
- Installation
- Service

**WE PLEDGE TO BACK EVERY PRODUCT WE SELL WITH
PERSONAL, INHOUSE TECHNICAL SERVICE.**

RICH WILDES **CAL-MARINE**
ELECTRONICS CORPORATION

PIER 19, THE EMBARCADERO
SAN FRANCISCO, CA 94111



SALES •
SERVICE •
INSTALLATION •

(415) 391-7550

THE SOLUTION CENTER

Dead battery? We have new ones. Stove out? We repair them. Seas rough? We calm them. Chrome peeling? Try our Perko lifetime guaranteed. Fuses blown? We have replacements. Temper blown? We'll calm it. Bearings worn? Replaced or repaired. Shaft bent? Straightened or replaced in our machine shop. Hoses leaking? Non leaking hose in stock. Anchor dragging? It's not a fluke - good ones in stock. Life dragging? There's coffee in the pot - and friendly personnel. Gale warnings? Listen on a Ray Jefferson VHF. Hurricane warnings? Reduced to gales. Pumps not pumping? Rule automatic pumps - a lifesaving solution. Backs strained? Powerwinch windlasses. Stanchion bent? Straightened of course. Varnish dull? Epifanes is the choice. Life dull? Go sailing. Paints failing - large selection and proper instruction. Head broken? Replacements and repair kits in stock. Noisy engine? Sound insulation. Short of power? Shore power solutions. Pressure water petering out? Pressure water repair kits. Boat problems?***We have the solution!!***

**AND YOU THOUGHT WE WERE JUST ANOTHER CHANDLERY!!
CALL US OR STOP BY - WE HAVE ANSWERS TO YOUR
QUESTIONS - SOLUTIONS TO YOUR PROBLEMS.**



Proper-Tighe Marine

2427 Clement Avenue
Alameda, CA 94501

Easy To Get To:

Off 880 to Park Street Bridge - 2nd Left Onto Clement,
Go 50 Yards and Park ... Easy!!

Mon-Fri 8-5; Sat 8:30-4

(415) 523-3143

LETTERS

that are safe on the Bay. Well, the Balboa 20 gets my vote. They are everything that Hans says they are. I sail regularly in the Carquinez Straits and my Balboa 20 is dry, stiff and able. Beating in 25 knots of wind I've had a reef in the main with the 110% jib; the rail was just in the water. And we were moving!

If Mark — or anyone who has a Balboa 20 (or any other Balboa) — is interested in talking, getting together, sailing or whatever, please give me a call. I'd love to add to the collection of fine friends I have who sail Balboas.

Who knows? If we get enough response (five boats or more?) we'll even organize a race in Vallejo for us all. The 'yacht' in the slip next to mine is a Balboa 20 owned by a Napa Valley winemaker who promises free wine to all who enter. But sorry, you'll have to bring your own beer.

Paul Wagner
2250 Main St. Napa, CA 94558
(707) 255-8023(h) or (707) 255-7666(w)

Paul — We're really impressed with the enthusiasm of Balboa owners. If you ever put your 'Balboa Regatta' together, give us a call because we'd be delighted to contribute a few prizes.

↑↑IF PAUL HAD THOUGHT ABOUT HIS LETTER

I'm the guy who owns the 'yacht' next to Paul Wagner's Balboa 20. Once he told me about the letter he wrote to you, I just had to put in my two cent's worth.

If Paul had thought about his letter as hard as he thinks about keeping up with my boat, he would have suggested that Mark Bryanil check out *Royce's Sailing Illustrated*, which features a drawing and information about the Balboa 21 — right in there with such classics as the Flying Dutchman and the Cal 34.

It's a good book and the Balboa 20 is a great boat. Yesterday Paul and I were in the Carquinez Straits, beating into 25 knots of cold, gusty winds. The boat handled wonderfully. In fact, by the end of the day the boat was a lot happier than we were. Ain't sailing fun!

We look forward to hearing from all you Balboa owners.

Dave Clark
Beneau
Vallejo Marina

↑↑FEELINGS

I can't help but feel disgust in my heart for all the detrimental statements that have been made to discredit the El Molino Bar & Restaurant, the Cruising Club of La Paz and to debase my amigo, Jimi Murillo.

I sailed to the Sea of Cortez several years ago and spent nearly a year there before having to return to the States. My boat is still in a marina in La Paz. I have returned twice and plan to return many times because La Paz is a great city with warm and friendly faces everywhere. It's a great retreat from the busy life of the States.

During my last visit I spent many enjoyable evenings at El Molino's in the company of cruisers, listening to stories of sailing adventures and journeys to other lands. I also met people who sailed to La Paz and decided to make it their home, whether they still lived aboard their boats or had moved ashore. I also met a lot of the locals, who are a treasure. I encountered none of the problems mentioned in the letter by Barbara and Bill of Seattle.

I also became acquainted with Jimi Murillo. He is a decorous individual with an abundance of spirit — after 10:00 a.m. — who is always eager to assist any and all cruisers. He enjoys life in La Paz and above all is a man of *savoir-faire*.

Speaking on behalf of all those who feel as I do, I think Barbara and Bill have given a false portrayal of El Molino, La Paz and Jimi Murillo.

Ms. Gail C. Cole

The Main Idea

The concept is not new. Our approach to an in-the-boom reefing and furling system is. We've called it Stoboom™ because that's exactly what it does. The main sail rolls up neatly inside the boom. The days of going forward to reef are over. The profusion of jack lines and zippers strung above the boom are gone. So, too, are sailcovers and sail ties. What you gain is the clean, handsome look of a low profile, "bare" boom. Your mainsail is safe from sun and storm. And you have the time you used to spend handling sails to enjoy sailing.

STOBOOM

Stoboom makes sailing easy. Stoboom gives you more control of your mainsail, without any loss of performance. It makes matching sail area to wind conditions simple. You just do it! Pull the main halyard, and the sail unfurls like magic from within the boom. To reef or furl the mainsail, simply ease the halyard tension, put a handle in the Line Driver™ winch, and turn. Your mainsail is instantly and infinitely reefable. A few more turns, and it is furled neatly and compactly away, safe from sun and storm inside the Stoboom. Unfurling, reefing and furling take only seconds with a Stoboom.

That is the main idea!



CALL FOR
SPECIAL
INTRODUCTORY
PRICE



HOOD SAILMAKERS

466 Coloma Street, Sausalito, CA 94965
(415) 332-4104 (800) 727-6246

FAX 415-332-0943

861 West 18th Street, Costa Mesa, CA 92627
(714) 548-3464 (800) 678-6246

CABLE-MOORE / FAMET MARINE

NEW
LOCATION!

1425 - 5th Street • Oakland, CA 94607
(415) 272-0218 • Fax (415) 272-0829

Hours:
M-F 8-5
Sat. 8-4

QUALITY RIGGING - AMAZING PRICES



Anchor Windlass

Anchors



Plow

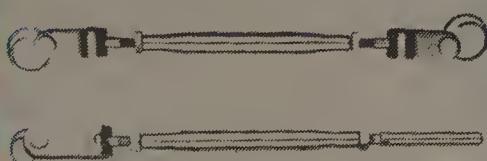


Danforth



Turnbuckles

A sampling from our selection



**LOWEST
PRICES
on all
YACHT
RIGGING**

We Will
not be
Undersold!

**Stays • Lifelines
Shrouds • Halyards
Yacht Braids**

**Sale Prices
USA MADE CHAINS**

Wire Dia.	Galv. P.C.	Reduced Price	Galv. HiTest	Reduced Price	BBB HDG	Reduced Price
3/16	\$.46/ft	\$.40/ft				
1/4	\$.88/ft	\$.78/ft	\$1.32/ft	\$1.15/ft	\$1.60/ft	\$1.45/ft
5/16	\$1.35/ft	\$1.15/ft	\$1.79/ft	\$1.60/ft	\$2.22/ft	\$1.98/ft
3/8	\$1.90/ft	\$1.65/ft	\$2.25/ft	\$2.00/ft	\$2.82/ft	\$2.20/ft
1/2	\$2.80/ft	\$2.40/ft	\$3.75/ft	\$3.25/ft	\$4.68/ft	\$4.00/ft

HAND SWAGGERS



WIRE TO ROPE
HALYARDS



SHEETS / TOPPING LIFTS



RACING ??

Pacific Cup, Catalina Race, Farallones – Make sure your boat is rigged strong and safe.

Call today Lifelines, Harnesses, Survival Suits.

LETTERS

Pacific Gale
Ventura

↑↑CAN YOU PROVIDE THE TITLE

In one of your issues last year you made note of a good book covering sailing on the Bay. I don't recall the issue or the title, but would like to get the book if you can provide the title.

D.P. Hattaway
Walnut Creek

D.P. — We were probably referring to Kimball Livingston's Sailing the Bay. Although it's now out of print, you can probably find a copy by calling a couple of nautical bookstores or chandleries.

↑↑IN SEARCH OF A PHOTO

The naval architect William Garden sent me the following letter. I wish you'd publish it as it might help him out:

Dear Don,

I'm looking for the widow of Jim Francis or his boys or someone who might have a photo of his yawl the Queridz, which is the original name of the boat that Emerson Doble built for him in the early '50s. Jim, a former C.C.A. member, used to live on Balboa Drive in Sausalito, but I believe he passed away several years ago. Any help would be appreciated. I'm busy with big powerboats. My last motorsailer was 140-feet by 30-feet and was built in Japan for a New York owner. A million bucks for the rig from the deck up!

Bill

Bill is in his 80s and has a beautiful studio just off Sydney on a two-acre island. Very classy. It would be a fun trip for a reporter; female might be best.

Also nearing the end of their careers are Bill Lapworth and Van de Stadt. When the Cal 40 hit the East Coast and started taking trophies from the New York YC guys, they went to the man who was their guru, Olin Stephens, who has done more to hold back yacht design in America than any other person or organization. With a flick of Stephen's pen the CCA was out and the IOR was in. As quickly as that 165 Cal 40s became nothing more than fast cruisers. Lapworth should have some good stories.

While your female reporter is on the move, I would next send her to Holland to see Van De Stadt. He also got the New York YC / Stephens shaft before finally quitting in disgust. Remember that Van de Stadt was designing keelboats that would do 24 knots way back in the '50s. He took from Maas the spade rudder (balanced) and never looked back. Stormvogel did well but not as well as she would have if she'd had a racing skipper or crew. It was Stephens and the New York YC that killed the planing keelboat in the early 50s. It was about that time that somebody had 'blown up' a Star boat to about 40 feet, built in ply with a masthead rig. "Can't have crazy plywood skiffs winning ocean races," they said.

Donald Goring
Alameda

Donald — We're not so certain Lapworth would "have some good stories". Jim and Diana Jessie bumped into him in Antigua last month and somewhat excitedly told him they have sailed more than 50,000 miles in a boat he'd designed 20 years before. It elicited absolutely no reaction whatsoever. "A real cold fish," concluded the Jessies.

As for your evaluation of Stephens, it might be more accurate than a lot of sailors want to admit. He made a lot of magnificent contributions to yacht design, but his development really seemed to level off in the '60s. But with the socially conscious sheep of the East Coast so wrapped up in the S&S legend, all yacht design progress in the States seemed to slow to a crawl.

WHALE POINT MARINE SUPPLY CO

Apelco VHF

91 Channel
US & International Scanning Radio



VXL
7100

Capt's Club
\$269.00*

List: \$469.

UNI METRICS SH55XL

All US channels &
9 weather LED display.

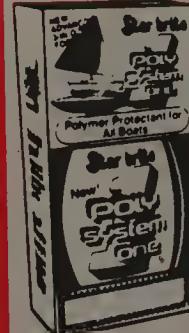
25 watts power



List:
\$289.99

Capt's Club \$169.00*

Starbrite



POLY-1 SYSTEM

List: \$11.95

Capt's Club
\$7.95*

GUZZLER PUMP

Every boat
should have one of these!!

Pumps 15 GPM



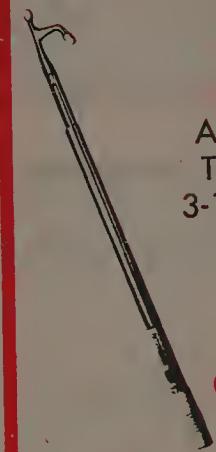
1 1/2 Ports

List: \$46.60

Capt's Club \$35.95*

BOAT HOOK

All aluminum
Telescoping
3-1/2-ft to 8-ft

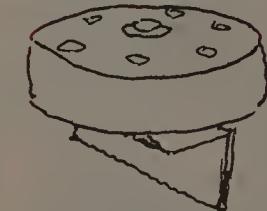


List: \$29.50

Capt's Club
\$19.95*

DOCK WHEEL

10 inch diameter



List: \$49.95

Capt's Club \$39.95*



WHALE POINT MARINE SUPPLY CO



POINT RICHMOND

64 RAILROAD AVENUE

(415) 233-1988

OPEN 9-5; WEDNESDAY TIL 8; SUNDAY 10-4

The Perfect Combination

sutter sails & **PROFURL**

Built to perform, dependable, rugged, high quality, excellence in design and finish — all describe Sutter Sails and the ProFurl reefing furling system. Why settle for less? Give us a call or come by our loft and then sail with confidence!

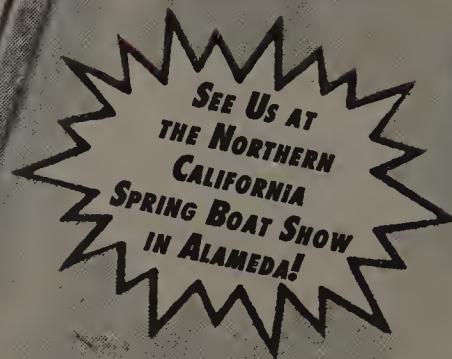
- ✓ Cruising and Racing Sails
- ✓ Recuts and Repairs
- ✓ Bi-Radial Roller Furling Headsails
- ✓ Full Batten Mains
- ✓ Used Sails
(Largest Selection in Northern California)
- ✓ Experienced and Helpful Staff



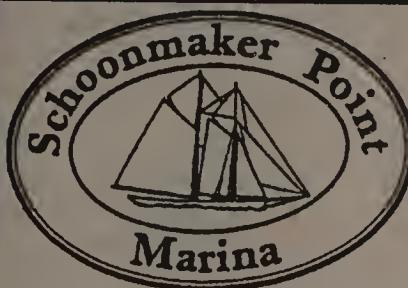
sutter sails

**HARBOR DRIVE, P.O. BOX 927,
SAUSALITO, CA 94965**

(415) 332-2510



SCHOONMAKER POINT MARINA SAUSALITO



MARINA FACILITIES

- 158 Berths
- Visitor Berths
- Dry Storage
- Three-ton Hoist
- Parking
- Deli
- Public Beach
- Rowing
- Windsurfing
- Kayaking
- Sailing Instruction



NOW LEASING:

**BERTHS • WATERFRONT OFFICES AND SHOPS • DRY STORAGE
85 LIBERTY SHIP WAY, #205, SAUSALITO, CA 94965**

(415) 331-5550

SANFORD-WOOD

Our craftsmen are highly skilled in the use and application of modern paint systems, welding and machining of marine alloys, plumbing and pipe fitting, engine rebuilding or complete systems installation.



The carpentry shop is the best for traditional planking and caulking, as well as fine yacht interior joiner work, decks and rails.

We have a very large inventory of seasoned teak, oak and mahogany. These guys have built many cold-molded yachts, interiors and fish boats.

We operate the most efficient sand blasting facility in the Bay Area, free rained out lay days and do-it-yourselfers welcome.

We will furnish written, competitive bids for all of your repairs and refit needs. Please come by and inspect our full service yard and equipment. Our staff will be happy to discuss your ideas for cruising, racing or building. Call for quotations on complete and guaranteed osmotic blister repairs and LPU paint jobs.



PHOTOS BY JOHN GOLD

SANFORD-WOOD BOAT YARD

530 West Cutting Blvd "RT 580" Pt. Richmond, CA 94804

(415) 236-6633

**PACIFIC
YACHT
IMPORTS**

Features the
new Tayana 47
designed by
Robert Perry



Principle Dimensions		
LOA	47'0"	Sail Area 995 sq ft
DWL	40'3"	Draft 6'0"
Beam	14'6"	

IN REGARDS TO OUR SERVICES, WE SELL AFTER MARKET GEAR SUCH AS ELECTRONICS TO OUR BUYERS AT COST. DELIVERY CAN BE TAKEN AT ANY PORT OF CALL AVAILABLE FROM KAOHSIUNG, TAIWAN.

DUE TO THE EXTENSIVE MODIFICATIONS THAT ARE OFFERED TO TAYANA BUYERS, WE INCLUDE ONE TRIP TO THE FACTORY UPON COMPLETION TO INSURE THAT THE BOAT MEETS YOUR EXPECTATIONS BEFORE DELIVERY.

Pacific Yacht Imports knows each customer has specific needs for their yacht. Interior design from cruising to live-aboard, deck equipment for single handling or group encounters of the worst kind. Call or visit us to discuss your specific needs for your next boat.

TAYANA YACHTS



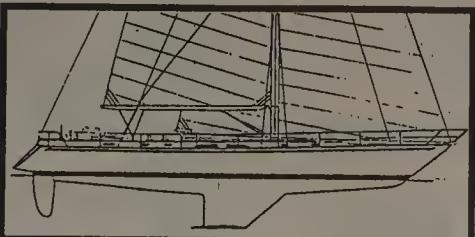
TAYANA 42. The new pilothouse Vancouver 42. Designed with your needs in mind. Base Price \$155,000.



TAYANA 52. Robert Perry's favorite design, that's why Lowell North is cruising his Tayana 52 in the South Pacific. Center cockpit, Aft-cockpit, Base Price \$236,000. **OVER 70 BOATS BUILT.**



TAYANA 55. The most luxurious 2 or 3 stateroom models available in the world. Base Price \$280,000. **OVER 60 BOATS BUILT.**



The new **TAYANA 65.** The ULTIMATE in offshore Performance Cruising. Center or Twin Cockpit. 15KW diesel generator, Grunert refit, microwave, windlass. Base Price \$590,000.

PACIFIC YACHT IMPORTS

15 Embarcadero Cove
Oakland, CA 94606

(415) 533-4244

FAX (415) 865-6243



LETTERS

↓↑I GOT THE MESSAGE

The Scanmar Marine ad with the young 'un standing in the stern and saying, "I hate steering," always reminds me of the time my then 5-year old and I were sailing from Santa Cruz and I asked him to take the tiller.

"Do I have to?" he whined.

"Yes, Josh," I said. "I have to do something."

I was busy when about a minute later he asked, "Am I doing okay?"

"Just great!"

"Are you sure?"

Puzzled by this, I turned around and saw that, yes, he was steering, but he was facing astern! I got the message.

P.S. I never see you at any of the Crew List Parties — how come?

Tom McCall
Santa Cruz Mountains

Tom — Give that kid five years and then just try and wrestle the tiller from his hands!

Our kids, now 9 and 7, have seemed to enjoy steering as long as their attention spans haven't given out. We can imagine how much fun it must be for someone so little to control something so big. Of course, what they're really addicted to is driving the outboard-powered dink. The power is great, but the noise is even better!

We may have been at Crew List Parties where you haven't seen us. We've found that if we don't keep a low profile it's difficult for us to do our work. But we'll be there this year.

↓↑HATS OFF TO CYC

I think the matter has finally found resolution.

Twenty-five folks, mostly from Marina Bay YC in Richmond, did a charter with CYC out of St. Thomas last November, which was about a month after hurricane Hugo swept through. As documented in an earlier letter, our equipment was less than satisfactory, although it was probably as good as could be expected under the circumstances. All the local boatyards were crammed, and if you didn't have a hole in your boat you couldn't get into one to fix lesser problems.

Commodore Al Burdi and I complained to CYC's management back in Marblehead, and to their agent, Windward/Leeward Yacht Charters in San Francisco. We are now both in receipt of letter from Kyle Jachney of CYC offering full credit for that charter of last Thanksgiving against any in the future. We have also been assured that the equipment will be new as opposed to the run-hard-put-away-wet vessels of last November.

Who could ask for more? CYC's offer of restitution is clearly indicative of their willingness to work with the people they serve. Hugo wasn't their fault — but it wasn't ours either — and CYC has taken the action necessary to set our situation right. Hats off to them and to Alicia at Windward/Leeward! I hope George appreciates her.

Dick Winter
Wintertyme
Marina Bay Yacht Club

Dick — We're delighted to hear that CYC is taking care of you. Those were tough times for charter outfits in the Virgin Islands. The business about the boatyards is true; our Big O was virtually pushed out of the yard at Virgin Gorda because damaged boats had to be hauled.

Make-goods sure will tell you a lot about a company, don't they? Six months later we're still pissed off at United Airlines. On the way to do a charter in Greece, two of us scheduled an overnight in New York so we could see a play. As such we bought tickets for

PACIFIC YACHT IMPORTS

11 Embarcadero
Oakland, CA 94606
(415) 533-4244



HUGH JONES YACHT BROKERAGE

NEW! SEE VIDEO TAPES OF SAIL LISTINGS



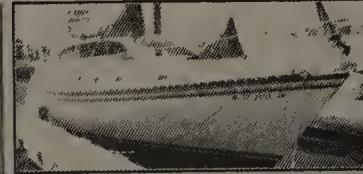
42' TAYANA 1985 Center cockpit cutter. Offshore cruiser w/ 29, 147 lb. disp. and 1009 sq. ft. of sail! Fwd. & aft staterooms. Furling jib & staysail. Beautiful interior — like new! Low hours. \$135,000



37' TAYANA 1983 Cutter Mark II. Seven sails, windvane & AP, solar panels, dodger, radar, Loran, SatNav, Nielson windlass, refrig/freezer, + more! Cruiser deluxe! Call on this one! \$95,000.



39' FREEDOM 1983 Express-Schooner rig with carbon fiber free-standing masts, fin keel w/skegged rudder; fast & easy to sail! Spacious interior, 44hp dsl aux. Reduced. \$99,500.



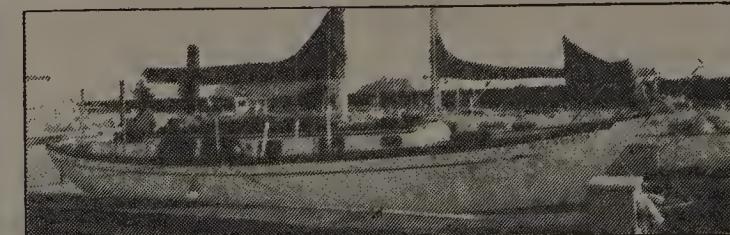
37' HUNTER 1983 Cutter. Aft cabin, dsl aux, dodger refrig, electronics, shows as new! Asking \$53,500.



38' CATALINA 1983 SLOOP. S&S design, 3 sails plus spinnaker. Diesel, aux. electronics clean! Try \$45,000.



27' NORTH SEA 1977. Cutter Aft Cabin. Dsl aux, 8 sails, ash & teak interior! This is a cruising boat & so equipped!! Try \$29,500.



41' LYTTON Cutter 1980, (sloop rigged). Perry design, four sails including new spinnaker. Offshore design, good equipment. Well maintained! Attractive! Asking \$99,500.

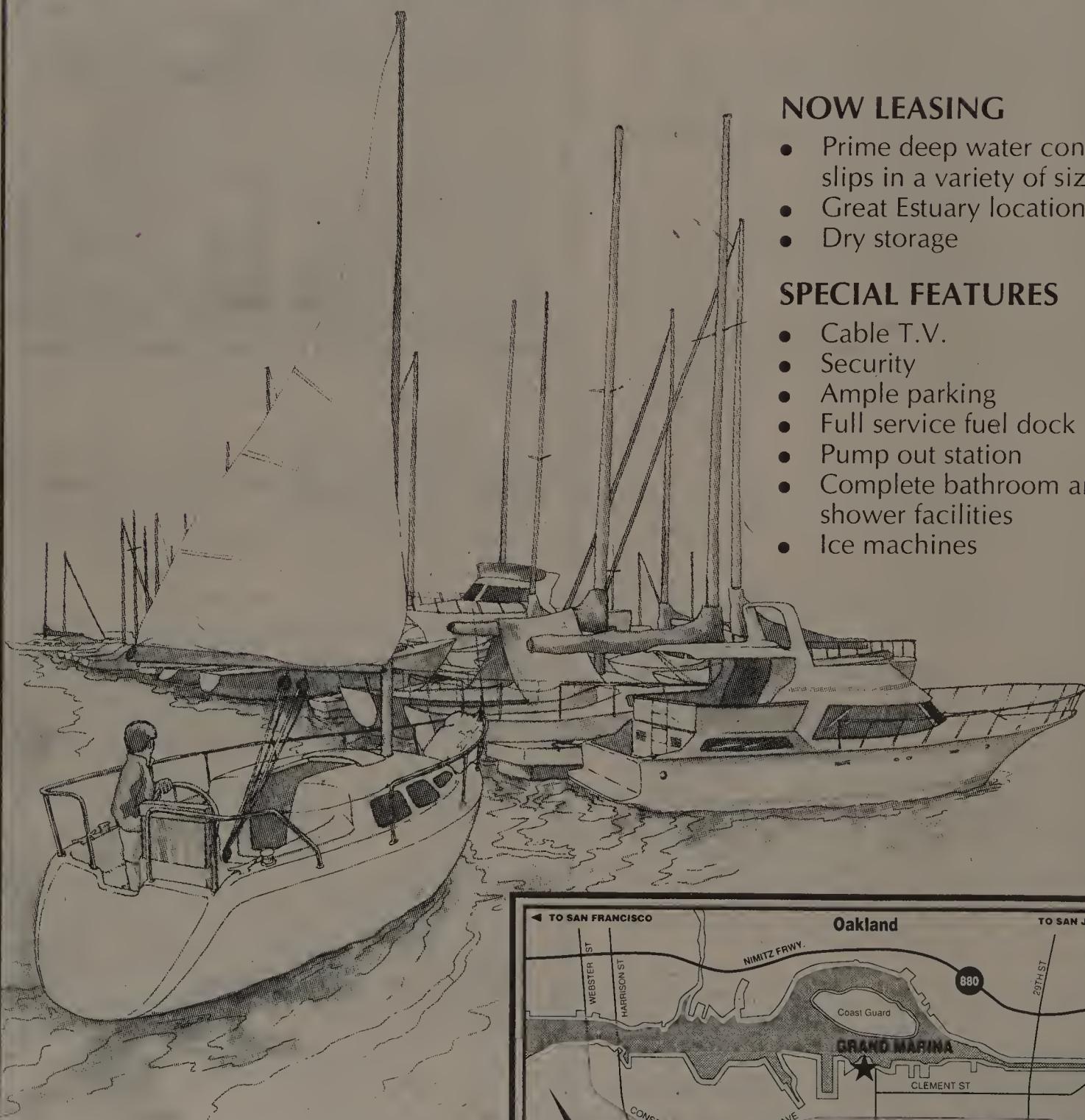
BUY FROM HUGH — GET EXTRAS AT DEALER COST

28' COLUMBIA	New rigging and sails (4) in '85; i/b aux	Try \$10,950
29' ELITE	1984. Sloop, Volvo diesel	\$42,000
30' CATALINA	1981. Diesel aux., loaded	\$34,500
31' VINDO	Sloop (Swedish). Diesel aux., 6 sails, super! ..	\$41,000
32' FREEDOM	1987. (3) sails, dsl aux, well equipped	\$77,500
35' ERICSON	1979 Sloop. Dsl aux., wheel steer, very nice! ..	Try \$35,000
37' CUSTOM STL YWL	World cruiser, well equipped, cozy ..	Only \$62,500
38' C&C LANDFALL ...	1979. (4) sails, rod rigging, sharp ..	Try \$63,500
45' EXPLORER	1979. New dsl aux., offshore cruiser. Salty! ..	\$105,000

First in the Bay Area with Cable T.V.

GRAND MARINA

GENTRY • ANDERSON



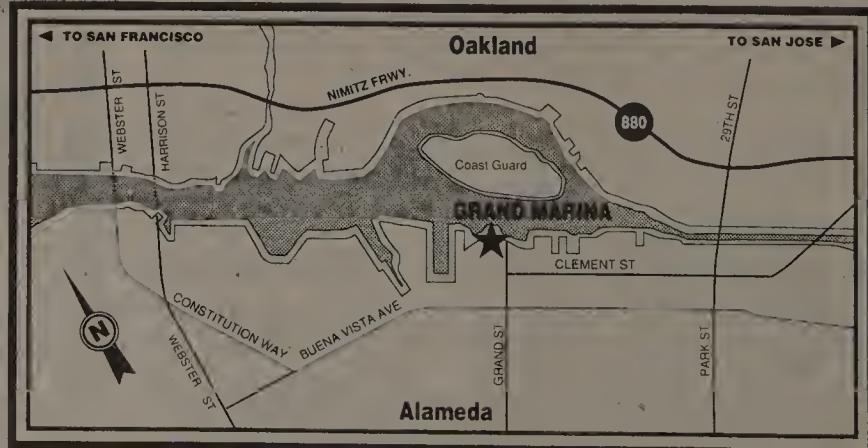
NOW LEASING

- Prime deep water concrete slips in a variety of sizes
- Great Estuary location
- Dry storage

SPECIAL FEATURES

- Cable T.V.
- Security
- Ample parking
- Full service fuel dock
- Pump out station
- Complete bathroom and shower facilities
- Ice machines

Directions: From Oakland, come through the Webster Tube. Veer left on Constitution Way. Left at Buena Vista. 2 miles to Grand Street. Left at Grand Street. 1/2 mile to Grand Marina..



2099 Grand Street, Alameda, California 94501 • (415) 865-1200

LETTERS

the theatre, booked a hotel room in Manhattan and our girlfriend bought an expensive outfit for a night on the town. It was all a waste, however, as United cancelled their morning DC-10. United did get us to New York, but just before midnight, at which time the hotel room, the outfit, and the stop in New York had all been for naught. The girl at United's counter was tenaciously adamant about the situation: either we accept the \$200 in United coupons or we take a hike.

American had a somewhat similar chance to win our favor on another occasion and came through with flying colors. When Eastern went bankrupt a little more than a year ago, we were left stranded in Puerto Rico. Pan Am refused to honor Eastern's tickets, as was their right. American, however, accepted Eastern's tickets and gave us confirmed seats all the way back to San Francisco. We suppose it doesn't come as a surprise that we now fly American whenever we can, Pan Am only if it's convenient — and we avoid United like the plague.

THE GUILT TRIP

Six years of guilt have finally caught up with me. Please find a check enclosed for my subscription to your fine mag.

There is only one problem. Now I must find another excuse to tell my wife why I must go to the nearest chandlery. Perhaps I have to purchase her a new pair of foulies. Better yet . . . fill out the appropriate Crew List Info and send you guys even more money.

I got it! Take her to the Crew Party and we can all go sailing . . . and maybe get a new boat.

Rick Kreps
Piedmont

Rick — It all sounds good to us.

OMITTED ANY MENTION

The article *Learning to Sail* in the March issue did a good job of listing all the places to learn the mechanics of handling a sailboat. These schools teach the beginner how to sail. They also give classes in advanced sailboat handling.

Piloting and navigational skills are taught efficiently in the classroom. As well as the schools mentioned, the College of Alameda offers in depth courses in piloting and navigation at a very reasonable price — less than \$20 per course. Other organizations, such as the Coast Guard Auxiliary, also offer courses in these subjects.

But actual practice under real conditions (i.e. while sailing on the ocean) is necessary to hone one's skills. Some of the organizations mentioned in your article augment the classroom instruction with some practice while sailing.

Latitude omitted any mention of the small specialized schools such as mine. Crabtree Maritime Services tutors sailors in cruising, piloting and navigation skills while sailing off the coast of Northern California. We also offer some classes in the Bay and Delta.

Capt. Sam Crabtree
Crabtree Marine Services
Martinez

ASK ANYONE WHO KNOWS 'JOE'

Person A says 'Joe' is a wonderful guy. Person B says 'Joe' is an obnoxious jerk.

Is somebody lying? Not necessarily. Not if 'Joe' is a drinker.

Ask anyone who knows a 'Joe'. Ask anyone who knows something about what sometimes would have more appropriately been called 'The Boozing Club of La Paz'.

A Drinker
La Paz

WORLD YACHT CENTER

dealers for

**hans®
Christian**

C&C
YACHTS

BOAT SHOW BROKERAGE SPECIALS



HANS CHRISTIAN 43

1979 ketch. Ready to go. Generator, SSB, AP, reefer, reduced to \$125,000 /Offers.



HANS CHRISTIAN 38T

1977 cutter. New sails and furling. Complete mechanical re-do Feb. '90. Reduced to \$79,900.



HANS CHRISTIAN 38

1988 performance keel. Over 75K in electronics and equipment. Invoice value \$240K. Asking \$210K.



HANS CHRISTIAN 38M-2

1981. Loaded offshore vet., Satnav, AP, reefer, gen., Dinghy w/OB, electric windlass. Asking \$110K.



HANS CHRISTIAN 33

Beautiful w/new dodger, Loran and furling. Owners in Germany, anxious to sell. Reasonable offer.



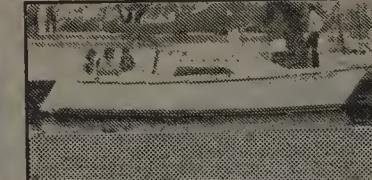
C&C 41

Full race in style. New Sparcraft rig, Loran, hydraulics, reefer, B&G, 10 sails (some kevlar). \$149K.



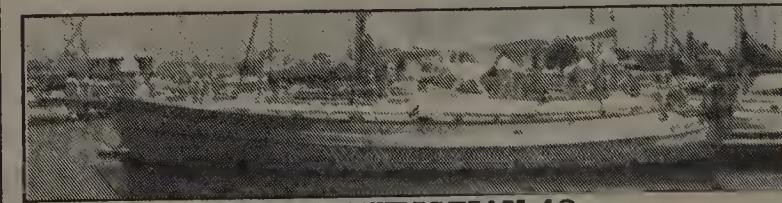
C&C 34

1981 performance cruiser. Dodger, furling, rod rigging, spinnaker, clean. Asking only \$49,500.



C&C 27

1985. Stiff and responsive. Great condition. Terrific, clean family weekender. \$29,900.



HANS CHRISTIAN 48

1986. Rare find in brokerage. Generator, watermaker, WeatherFax, Reckman furling, 9 sails incl. spinnaker. S.F. to Honolulu in 13 days. Serious inquiries only!

\$295,000



WORLD YACHT CENTER

1070 MARINA VILLAGE PARKWAY
ALAMEDA, CA 94501 • (415) 521-5636

2025 CLEMENT AVENUE
ALAMEDA, CALIFORNIA
94501

PACIFIC COAST CANVAS



(415)
521-1829

SAILCOVERS
BOAT COVERS
ENCLOSURES
DECK
AWNINGS
HATCH
COVERS
SUNSHADES



INTERIOR
AND
EXTERIOR
CUSHIONS

CUSTOM
WORK OF
ANY TYPE AS
WELL AS ALL
SUPPLIES FOR
THE HOME
CANVAS
MAKER

**PACIFIC COAST CANVAS IS COMMITTED
TO DESIGNING AND BUILDING THE FINEST DODGERS
AVAILABLE TO THE MARINE MARKET**



Sikaflex SEA-L

Marine Adhesive/Sealant

General Purpose
Marine Sealant for
use above and
below water line.
Use as a bedding
compound or
adhesive.

Fast tack-free and cure time. Excellent
bond to aluminum, gel coat, glass, steel,
and wood.

Also use as a deck joint sealant.

Colors: White, Black, Mahogany.



For Further Information
Contact Your Local Marine Chandlery

YACHT CLUB MEMBERSHIP

THE SAUSALITO CRUISING CLUB –
THE FRIENDLIEST YACHT CLUB ON THE
BAY IS ACCEPTING APPLICATIONS
FOR MEMBERSHIP

LIMITED TIME OFFER:

\$150 INITIATION FEE

WE OFFER:

- SAILING
- CRUISING
- RACING
- FOOD
- SPIRITS
- GOOD CHEER

**ANNUAL
DUES:**
Adults \$200
Young Adult
and Youth
Memberships
Available

Sponsors of the Yankee Cup and YRA Races



**SAUSALITO
CRUISING
CLUB**

Foot of Napa Street, Sausalito, CA
For Information Call Our Hotline
(415) 332-9349

LETTERS

↓↑ CATS AND WOODBURNERS

Your March issue contained an article entitled *Learning to Sail*. I'd like to thank you for the article, and to take this opportunity to add to your great list of Junior Sailing Programs on the Bay: Cass' Marina is now in its 6th year of teaching Juniors, age 10 to 15, how to sail.

As well, I would like to reassure everyone that Cass' still has its woodburning stove, a new family of cats, and now pet ducks! We've put a blue sail cover on the computer and we will antique the FAX machine so that the familiar office setting remains the same. We will always have time to talk, and to listen to sea stories and sailing dreams. The coffee pot is always on!

Lois Keating-Fisher
Cass' Marina
Sausalito

↓↑ WHO KNOWS ABOUT AMY MISTER AND LESTER STONE?

While at the Sausalito Flea Market recently, I found a very beautiful watercolor of a marina scene. The picture features the bow of a large wooden sailboat, a schooner I believe, named the *Amy Mister*. The painting is signed by Lester Jay Stone and dated 1930.

Perhaps you or your readers can help me with two questions: 1. Was the famed Alameda boatbuilder Lester Stone also a painter? And, 2. Does anybody know anything about the *Amy Mister*?

Kendall E. Phelps
San Francisco

↓↑ BINOCULARS POINTED IN THE WRONG DIRECTION?

I'm writing in response to Mr. Scala's *Why The Slow Motion Dialogue?* letter in the March *Latitude*, as there are several points that need to be clarified.

First, Mr. Scala's observation concerning the participation of the Tayanas in the Colin Archer Race is incorrect. If you look at the 1988 Division V entrants, which I have enclosed, you can see that there were four Tayana 37s and five Hans Christians (of which only one was a 43 footer, and that was not Mr. Scala's). As for poor finishes, Mr. Scala was obviously pointing his binoculars in the wrong direction. The second place boat was a Tayana 37, which not only came in second but crossed the finish line ahead of the Hans Christian 43 — which finished 5th.

The second point that Mr. Scala makes is that the Tayanas are difficult to sail. I disagree with this statement as I have on several occasions singlehanded my Tayana 37. True, it requires more work, but can still be done with a minimum of effort.

His third point is that the interiors of the Tayanas are not quite as nice as those of Hans Christian 43s. The two boats were built in Taiwan within 15 miles of each other using the same materials and craftsmanship; to knock one is to knock the other.

Robin & Chalmers Ingersoll
Tayana 37, Gaea

Robin & Chalmers — You're correct about the results in the 1988 Colin Archer; Mr. Scala was correct about the Hans Christian sweep in the 1989 race.

↓↑ BUILDING UP A GOOD HEAD OF STEAM

What is this stuff? Here I simply stand up for the goodness of older Tayana 37s in *Latitude 38* a few issues ago and now (Letters, March) some guy named Scala all of the sudden wants to race.

A well-found and well-crewed Tayana 37 versus a similarly well-found, well-crewed traditional keel Hans Christian 38? Let's race! A "Latitude-designed cruiser's race course around the Bay" sounds just fine to me.

But first, just for the record, let's get a couple of things straight:

When the going
is rough...



Pilgrim (center) heading for a leeward mark in the Master Mariner's Regatta with her Hogin Sails.

... and you're wondering
which way to turn, remember
Hogin Sails. We're always there
when you need us.!

HOGIN SAILS

Beautiful, Durable and Fast.
The best cruising sails made anywhere.

• New Sails • New Covers
Repairs • Recuts • Used Sails



In the Alameda Marina at
1801-D Clement Ave. • Alameda, CA 94501
(415) 523-4388

Mon-Fri 9 a.m. to 5 p.m. • Sat 10 a.m. to 2 p.m.

◆ McGINNIS INSURANCE ◆

THE EXPERT THE EXPERTS CHOOSE

"The Marine Specialists Since 1972"

★ **EXTENSIVE YACHT PROGRAM**

- Claim settlement is what counts!
- Outstanding program for high value yachts, power and sail.
- Specialists in worldwide cruising

*If You Don't Know Boat Insurance
Make Sure You Have An Agent Who Does*

(415) 332-0500



McGinnis Insurance Services, Inc. • 10 Liberty Ship Way, #4103 • Sausalito, CA 94965



PLUG INTO OUR NEW ELECTRICITY!!

Vallejo
MUNICIPAL MARINA



- Groups • Clubs •
- Organizations •

**IT'S TIME TO BOOK
YOUR RESERVATIONS!!**

- Guest Dock
- Fuel Dock
- Chandlery
- Visit Marine World/Africa USA
- Two Restaurants
Breakfast, Lunch, Dinner and Dancing
- Clean Restrooms, Hot Showers

**A Great Place
To Meet For All Occasions!**

(707) 648-4370

7 HARBOR WAY • VALLEJO, CA 94590

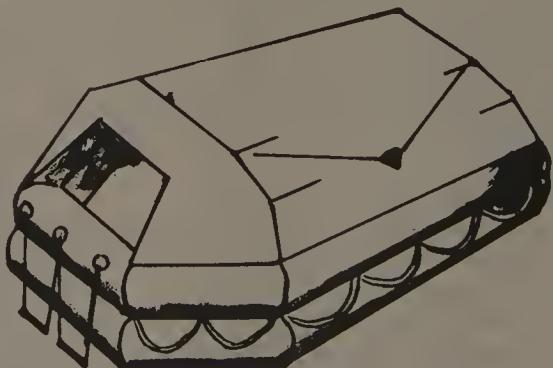
USCG APPROVED TESTING FACILITY

**SALES • SERVICE
REPAIRS • RENTAL • REPACKING**

OF

USCG, SOLAS, COMMERCIAL,
YACHT AND FISHERMAN

**INFLATABLE LIFERAFTS
INFLATABLE BOATS**



MARINE COMPANY

555 SELBY STREET

SAN FRANCISCO, CALIFORNIA 94124

(415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122

LETTERS

Ol' James Scala said in his March letter that Tayanas "... finished so poorly compared to the Hans Christians ..." in the annual Colin Archer Race and the first five finishers were Hans Christians. He's right. But the first finishers were HC-43s — longer, more modern boats with cutaway keels and big, pricey sails.

He somehow failed to mention that Hans Christian is a major sponsor — if not the sponsor — of the Colin Archer Race. The sponsors of the race lump the faster 43-footers with modern underbodies in the same class with Tayana 37s which, like traditional HC-38's, have full keels and, obviously, shorter waterlines and less sail.

Pitting modern HC-43s against traditional full-keel smaller boats is akin to racing a Ferrari Testarossa with a Mazda Miata. Well, maybe more like racing an elephant against a hippo, but you get the idea. Anyway, there weren't any Crealocks, Rafikis, Unions, Freyas or any other pointy-rumped boats up there with the big Hans Christians either. Might lead one to suspect the race was rigged.

Despite the Colin Archer Race being designed for the big, modern Hans Christians, it is a good event — an enjoyable race and raft-up, and most entrants know going in that, like Las Vegas, the odds lie with the house in the larger boat class.

As far as Scala's gratuitous remark about a timid Tayana skipper needing a tow, I'll simply recommend he avoid throwing glass in a stone house. There are plenty of people with more dollars than sense to be found driving Hans Christians, too.

In my earlier missive, I said Tayana 37s are faster than traditional Hans Christian 38s, which my experience has repeatedly shown to be the case. I did not suggest my Tayana would beat a HC-43 (nor a Swan or Santa Cruz 70). If Scala and pals want to run a traditional HC-38 against one of our Tayana 37s, we'll race. You bet. Nooo problem. Heh, heh.

Incidentally, my neighbors with a Union 36 say they want into the fray as well.

Brooks Townes
Sausalito

Brooks — Your neighbors with the Union 36 have to wait until this challenge is out of the way.

JUST GIVE US THE DATE AND TIME YOU WANT TO RACE

Thank you for the generous offer of a *Latitude 38* trophy for a match race between two comparable Tayana and Hans Christian boats. I spoke with Brooks Townes and he expressed loud enthusiasm for the race.

The most obvious match seems to be between a Hans Christian 38, PHRF 192, versus the Tayana 37, PHRF 174. These PHRF ratings indicate that the Tayana is the faster boat and has the advantage. Since the Tayana must give time to the Hans Christian, the HC skipper will need skill, courage a good crew to win.

It remains for a representative group of Tayana and Hans Christians skipper to get together to set a date and rules for sail, etc. Though the interest is usually for working sails only, I, for one, favor spinnaker use also. Spinnakers help dress up the Bay for tourists and spectators, and provide better photo opportunities. Not only that, they add excitement and action to the race.

An alternative to the 38s and 37s would be a race between a Hans Christian 43 and a Tayana 42. There are many HC-43 skippers who like a nice race on the Bay. Any interested Tayana 42 skippers should step forward; I'll get the two groups together. It would be an equally spectacular match, especially with spinnakers.

On behalf of the Hans Christian Owners, our sincere thanks for your spirited offer. Do you think the trophy could be kept at the Encinal YC? EYC sponsors the Colin Archer Race and keeps the Hans Christian Regatta Perpetual Trophy in its cases. It would be a

BOAT SHOW SPECIAL

Alpha
the smarter Autopilot
features the lowest power
consumption drive system.

Alpha 3000



Set course with 360° dial

Alpha 4404



- Steers to heading
- Course trim in 1° stops
- Interfaces to Loran

Alpha Spectra



- Compact control head
- Digital steering
- User Programmable
- Interfaces to Loran

JOHNSON HICKS
Marine Electronics

ALAMEDA
(415) 865-3777

SANTA CRUZ
(408) 475-3383

Emery Cove Marina

LATITUDE 37° 50' 20" N

LONGITUDE 122° 18' 30" W

The Perfect Location!

- Convenient to San Francisco and the East Bay.
- 30 to 60' double-fingered berths.
- On-site security and card key system.
- Showers, toilets, washer and dryers.
- Water, telephone and 30 or 50 amp electricity each berth.
- Dock boxes.
- Pump-out stations.
- Rate: \$4.50/ft downwind, \$5.00 upwind



For more information on the Bay's finest Marina, call (415) 428-0505.

Or, write for more information:
3300 Powell St., Emeryville, CA. 94608.

WIN A FREE CRUISING SPINNAKER OR GENOA

Prizes Awarded Quarterly

& you could also win a

STORM JIB or SAIL COVER

Prizes Awarded Monthly

Call or write for
more information

on the best sail values in the USA

1-800-341-0126

Visa and Mastercard welcomed

Mail this to: Hard Sails USA

137 Preble St., PO Box 1868, Portland, ME 04104

YES, I'd like to win a FREE

for my _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ during business hours

Dept. LA

HARD SAILS

USA

More boats are cruising with Hard Sails USA today than any other sail in the world.



Tossing this trash overboard
could leave death in your wake.

Throwing a few plastic items off a boat may seem harmless enough. What's one more six-pack ring, plastic bag or tangled fishing line?

Actually, it's one more way a fish, bird, seal, or other animal could die. Fish, birds and seals are known to strangle in carelessly discarded six-pack rings. Sea turtles eat plastic bags, which they mistake for jellyfish, and suffer internal injury, intestinal blockage or death by starvation.

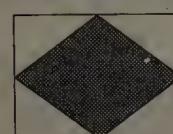
Other plastic trash can be dangerous too. Birds are known to ingest everything from small plastic pieces to plastic cigarette lighters and bottle caps.

Birds, seals, sea turtles and whales die when they become trapped in old fishing line, rope and nets.

Plastic debris also can foul boat propellers and block cooling intakes, causing annoying - sometimes dangerous - delays and causing costly repairs.

So, please, save your trash for proper disposal on land. That's not all you'll be saving.

To learn more about how you can help, write:
Center for Marine Conservation, Pacific Coast Regional Office
312 Sutter St., #606, San Francisco, CA 94108 • (415) 391-6204



Whether You're Financing Your First Boat or Your Fifth...

We Speak Your Language!

When deciding where to finance your next boat, we at First New England suggest you ask yourself the following questions:

- Has your bank made over \$1 billion in boat loans?
- Can your bank finance the boat of your dreams whether it's a 22' boat or a 150' mega yacht?
- Can your bank arrange titling, boat insurance and Coast Guard registration as well as close your loan?

If you want a boat loan from a finan-

cial institution which can offer truly competitive interest rates and loan programs **AND** answer "YES" to each of these questions, it's time to talk to us. Only First New England offers our unique blend of experience, flexibility and attention to detail. That's why so many boat brokers and dealers recommend First New England.

So if you are about to buy a boat and want to get it done quickly and easily, call us at **1-800-BOAT-LOAN**. Understanding your needs is what First New England is all about. We speak your language.

First New England Financial

CORPORATION

Corporate Headquarters
Old Post Road
Southport, CT 06490
(203) 255-5713

1210 Marina Village Parkway
Suite 101
Alameda, CA 94501
(415) 748-8414

1601 Dove Street
Suite 125
Newport Beach, CA 92660
(714) 752-0919

Sealand
TECHNOLOGY, INC.



"FORMERLY
MANSFIELD SANITARY"



VacuFlush®
Sanitation System
The Fresh Water Advantage.

COMPLETE STOCK OF DEODERANTS & TISSUE, DISCHARGE PUMPS, GRAVITY DISCHARGE TOILETS, LEVEL & SAFETY ALARMS, PORTABLE TOILETS, TANK VENT FILTERS, PLUS TOILET AND PUMP PARTS.

Call Your Authorized Service Center for Sales, Service & Installation of Sealand Products.

DELTA MARINE
SPECIALTIES
Bethal Island
(415) 684-2275

STEM TO STERN
MARINE SERVICES
Redwood City
(415) 368-2872

— Northern California Master Parts Distributor —

sea-power marine

(415) 533-9290

333 KENNEDY ST. • OAKLAND, CA 94606

-DRY STORAGE-

- RECREATIONAL VEHICLES
CAMPERS & TRAILERS

- SAILBOATS TO 3-TONS

3 BOAT HOISTS,
1, 2 & 3 TON

- POWERBOATS

ALL STORAGE AREAS
PAVED AND LIGHTED

ALAMEDA MARINA

1815 CLEMENT AVENUE
ALAMEDA, CA 94501-1313
(415) 521-1133

WANDERING STAR

Windchaser

Stealin Time

Science Project

Lianda

YELLOW PERIL

SeaRaider

Rapid Transit

Presto!

Blew By You

System 20/20

—cro

GAIA

Briar Patch

DELL & DONNA

Samba

Ma Cherie

MOONLIGHTER

Whale

SIMPLY PER

SIRIUS

Ken Witch
expecting to fly

RAZAZZ
& GONE WITH THE WIND

Boca's Lettering
KELLY/MCCALL
STUDIO
CUSTOM DESIGNED HAND LETTERING
& AIR BRUSHING
• Traditional gold/silver leafed transoms
and boards
• Air brushed graphics & stripes
• Radical racing graphics & designs
• Polyurethane paints used exclusively
• We do not sell vinyl graphics
• Work done in/out water
835 CHINA BASIN SF 94107
(415) 255-1644

Southern Cross

Allegro

LESS

LONG TALL SALLY

the MOB

William H.

—

OZONE

Wonder Woman

INCA

MAD HATTERAS

LETTERS

fitting location.

James Scala

President, Hans Christian Owner's Association

James — We'll be happy to let your two groups set all the details, but our suggestion is this: a full keel HC 38 and a full keel HC 43 versus a full keel Tayana 37 and a full keel Tayana 42. The big boats would be allowed spinnakers, the smaller boats would be allowed gennakers. If that's not possible, then two full keel 37s versus two full keel 38s.

And since the object of this race — unlike the last America's Cup — if to be fair, we honestly think you folks should reconsider the PHRF ratings referred to in this letter. Are you HC 38 owners really willing to admit that your boats are 22 seconds a mile slower than the foot shorter Tayana 37s? We can't imagine that would be the case — and how embarrassing if it were! If you provide all vitals (displacement, waterline, draft, beam, sail area, hull and keel configuration), we'll have them evaluated by one of the country's top naval architects, a man who spent years rating PHRF boats.

But as we said before, we'll let you folks work out the details. Just give us the date and time you want to race, and we'll give you the course and provide the start and finish lines, as well as photography and trophies. And sure, the trophy can be kept at the Encinal if that's what you folks would like.

↑↑CHECK IT OUT!

If any of your readers suspect they might be dragging anchor while in the Delta — regardless of the bottom composition or the length of their scope — they should check it out! For no matter



Catch of the day, Delta-style.

what brand or type of anchor they are using, not one will compensate for a 'bullseye'!

Don't Care To Discuss It Further
Northern California

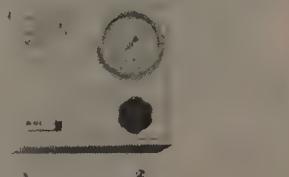
D.C.T.D.I.F. — If you're going to call in long odds like that, you might as well do something useful — like win the lottery.

↑↑SUPER AFTER-SALE SERVICE

I'd like to commend Hans Bernwall and his crew at Scanmar Marine for their great support over the past 18 months.

In 1988 I bought a Sayes/Rig windvane for my Folkes 39 and had it installed just before leaving on my cruise. At first I couldn't get it to steer properly. But when I got to Sausalito, Hans came

SEE THE NEW ASC WATERMAKERS AT THE NORTHERN CALIFORNIA SPRING BOAT SHOW



LOOKING FOR
A COMPACT
WATERMAKER?

LOOK AT ASC'S
NEW ATLANTIS
SERIES!

ASC'S ATLANTIS is the most compact AC-powered desalinator on the market thanks to its modular construction and direct coupled pump/motor unit. The attractive electronic control module mounts wherever you like for convenient fingertip operation while the mechanical components tuck out of the way in the engine room, lazarette or under a berth.

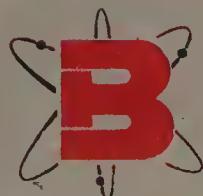
ASC's engineering leadership has produced a fully automatic system that is controlled by just one switch — pressure setting, sequential pump starting, product water monitoring and tank level control functions are all done for you. Automatic shut-down protects the Atlantis from abnormal conditions while a series of LED's show at a glance the system status.

By combining advanced automation technology with innovative packaging, ASC has created a revolutionary desalinator, reconfirming their position as the industry's leader.

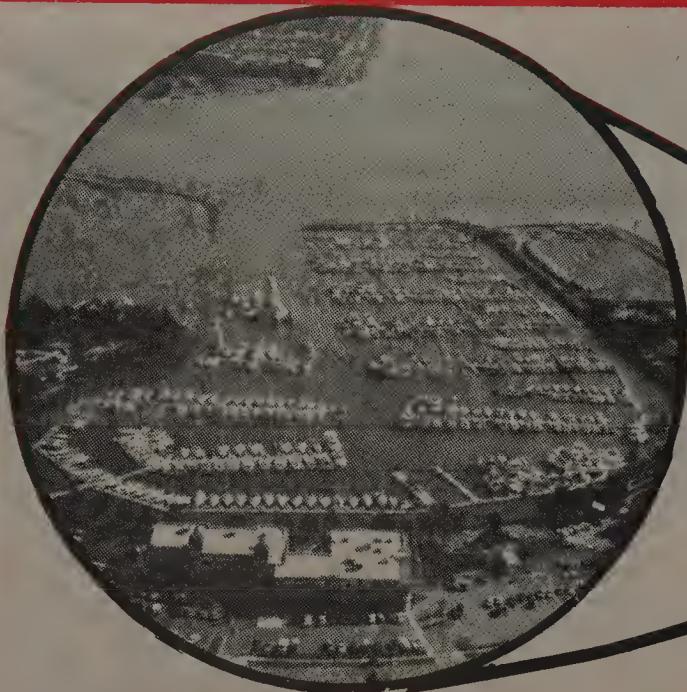


**BAYTRONICS
CORPORATION**

MARINE ELECTRONICS



SALES • SERVICE • CUSTOM INSTALLATION
2228 Livingston • Oakland, CA 94606
(415) 533-5300

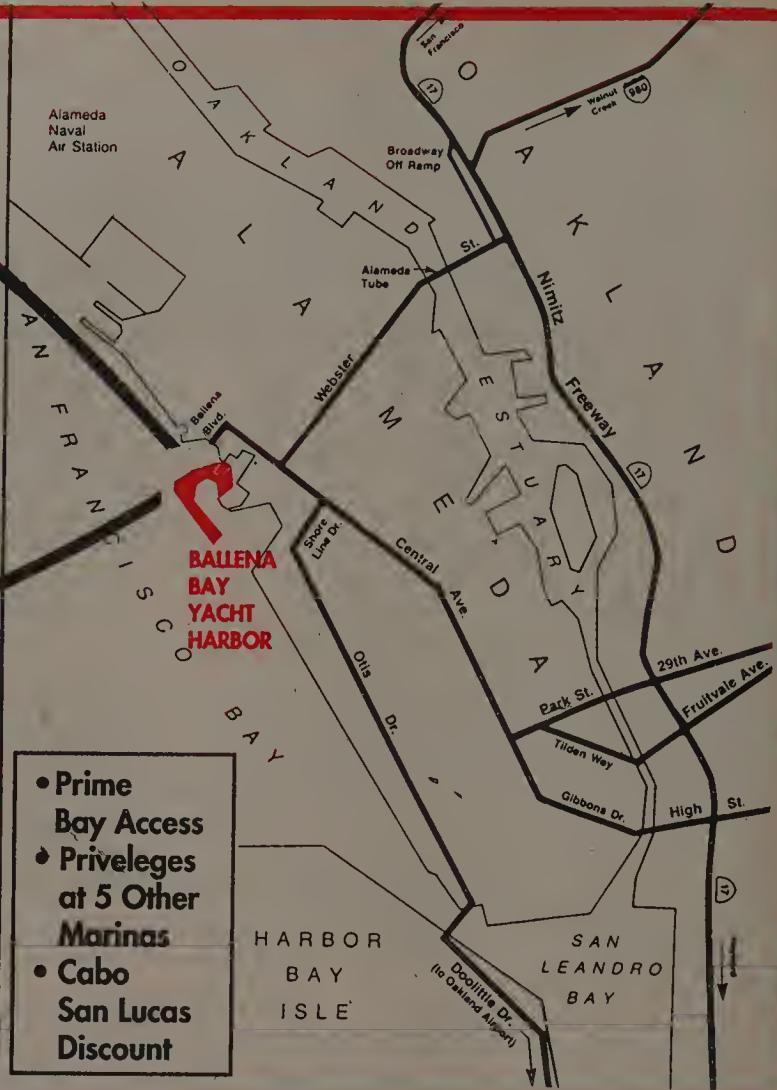


FREE FOURTH MONTH!!
CALL FOR DETAILS!!



Ballena Isle Marina
1150 Ballena Blvd., Alameda, CA 94501
800-675-SLIP
(415) 523-5528

- Prime Bay Access
- Privileges at 5 Other Marinas
- Cabo San Lucas Discount



HORIZONS
CHARTER AND YACHTING ASSOC.
LEARN SAILING OR POWER BOATING
BAREBOAT CHARTER ON THE SF BAY
OR AROUND THE WORLD



Membership includes basic and intermediate sailing lessons, 2-hours of private lessons and a checkout for certification. Members enjoy club activities and discount charter rates.

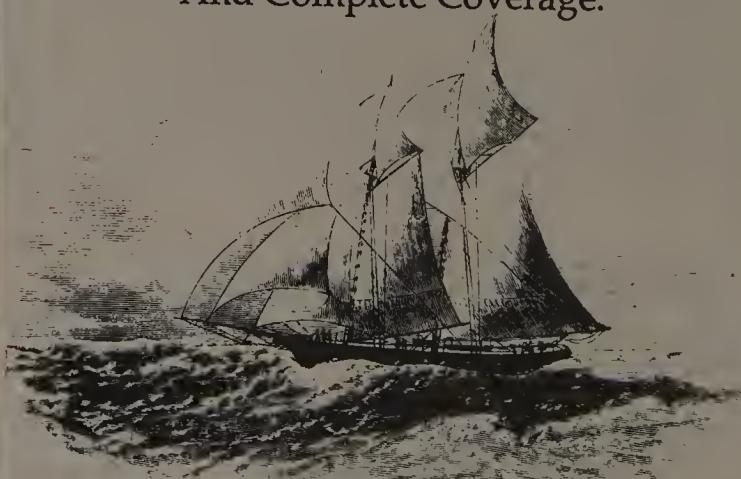
1030 Marina Village Parkway Alameda, CA 94501
415/521-5370 FAX 415/769-1587



YACHT INSURANCE SAIL AND POWER

Mexico Cruising To TransPac Racing
Serving Sailors From All Over
Northern California Since 1970.

Call Bob Berry For Competitive Rates
And Complete Coverage.



MARKS-CLARK
Insurance Associates, Inc.
500 Seabright Avenue, #D
Santa Cruz, CA 95062 (408) 458-9833

LETTERS

down to the boat, identified the problem and gave me a few tips on using the rig.

Later, in the South Pacific, I had another problem and called Hans from Pago Pago. He had the parts sent down to me immediately. Within a week I was ready to go again. More recently I wrote Hans about a third problem I had when I arrived here in New Zealand. Within a couple of weeks I again had the parts I needed.

I don't mean to imply the Sayes Rig is unreliable, because that's not the case. The first problem was caused by 'operator error'. The second was an installation problem for which I also was responsible. Only the third problem was due to wear (on the vane bearing). In this case Scanmar not only sent replacement parts but also did some redesign to eliminate a reoccurrence. All at no charge, even though the vane was out of warranty.

Scanmar's great service has been deeply appreciated.

Tom Scott
Folkes 39, Nepenthe
Menlo Park

LOOKING FOR ANOTHER POWERBOAT

We are planning on cruising to the Sea of Cortez this coming winter with our powerboat and are looking for another powerboat from the Bay Area to cruise with. Our current plan is to leave around the first of November — we're flexible, though — and spend some time in San Diego. Then leave for Cabo San Lucas. It would be nice to get acquainted ahead of time and plan our trip together.

Our boat is a 42-foot trawler. Our cruising speed is about 9.2 knots. We are equipped with Loran, radar and autopilot. Our boat name is *Justus II* and we are berthed at Grand Harbor in Alameda.

Jim & Jan Ketler
(415) 447-4836
Livermore

THIS SPORT NEEDS SHOCK TREATMENT

We own the Santa Cruz 70 *Holua* and would therefore like to read about sleds. Please start our subscription including anything about the Cabo '89 race.

Holua is my 'exit boat' after 33 years of on and off racing in L12s, L16s, Hobie 16s, PCs, Ericson 35s, Red Rooster and a Santa Cruz 50. I'm going to hang around until I can get all three sons to do the TransPac — it looks like it will probably be in 1993. Then pfffft!

We also have what must be about the oldest two Solings and Toronados and Lasers on the West Coast. One of our sons is in Flying Juniors at the college level — now that's where it's at!

Latitude's style is refreshing — way beyond the usual "vigor, clarity and grace". P.J. O'Rourke stuff. Keep it up because this sport needs shock treatment.

Davis T. Pillsbury
San Marino

Davis — Thank you for the kind words. We're not actually trying to shock anyone, we're just calling 'em like we see them with a little bit of Berkeley-born perspective.

As for the next three years, our sincere hope is that they're the best of your long sailing career.

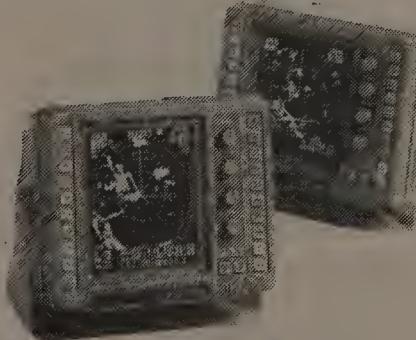
ATTENTION: RAFIKI 37 OWNERS

We would like to invite all R-37 owners to explore forming an informal R-37 association for the purpose of sharing information about their boats, cruising plans, etc. If you will contact us, giving your name, address, boat name, hull number, etc., we will compile a roster and try to plan an event on San Francisco Bay during the spring of this year. Please call or write:

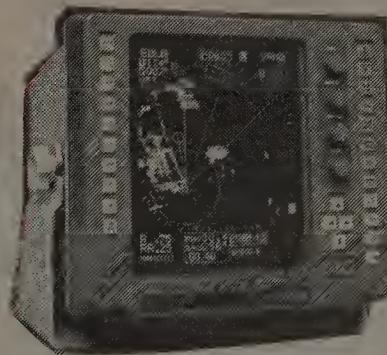
SEE THE NEW
RAYTHEON RADARS
AT THE
NORTHERN CALIFORNIA
SPRING BOAT SHOW
Marina Village • April 21-29

RAYTHEON'S hot new radars have many innovations and upgrades for the 90's!

On screen waypoints
Sleep mode (energy saving)
2x Zoom • 66% off centering
External alarms • Much, much more

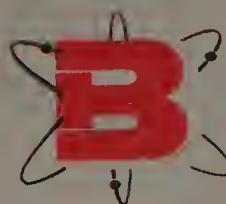


R20X/R21X
7 inch radars



R40X/R41X
10 inch radars

BAYTRONICS
CORPORATION



MARINE ELECTRONICS
SALES • SERVICE • CUSTOM INSTALLATION
2228 Livingston • Oakland, CA 94606
(415) 533-5300

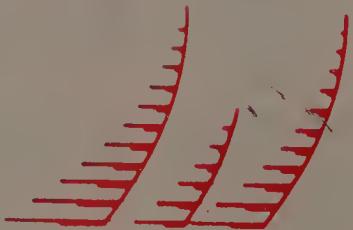
99¢

¢

PER/FOOT

WASHDOWN

WEEKLY/BI-WEEKLY PROGRAMS



Includes:

Shampoo of Topsides & Hull
Wipedown - Stainless
Wood
Windows
Remove Hull Scuff Marks
Customer Service Report
Prices may vary outside service area

Westwind

PRECISION BOAT DETAILS

Still the best investment on the water



Oil
Varnish
Maintenance
Machine Rubout
Machine/Hand Wax
Free Estimates by Appointment

S.F. OFFICE (415) 661-2205

SAUSALITO OFFICE: (415) 331-4432

...Anywhere in the Bay Area

Landfall

SPRING SPECIALS

ASK ABOUT OUR ADDITIONAL OUTFITTING DISCOUNTS!!

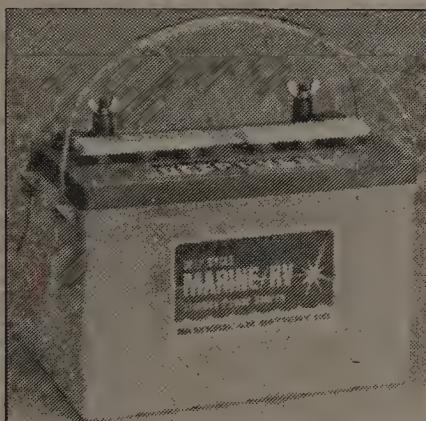


**DELUXE
SEWN FLAGS
ON SALE**

**AMERICAN
BATTERIES**
TWO YEAR WARRANTY

**Group 24
\$62.75**

**Group 27
\$71.75**

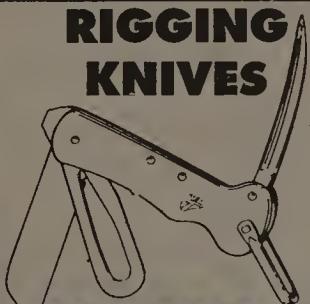


LOG BOOKS



1/2 PRICE!!

**RIGGING
KNIVES**



\$12.95 & up



**THE
CLASSIC
CONTEST
COMPASS**

THREE YEAR
WARRANTY

\$142.95

SOLAR FANS



\$79.95 & up

**Great Manual Pump
from France**

\$51.50



WINE GOBLETS



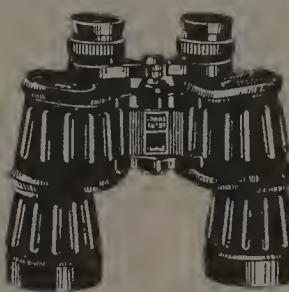
\$9.95/pair

BILGE BLOWERS



\$19.95 & up

**THE GREAT BINNOCULAR
DEAL IS BACK!!**

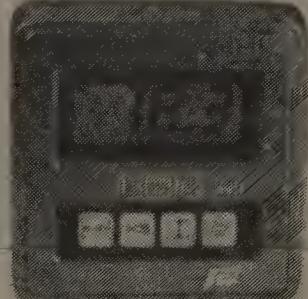


\$79.95 w/case

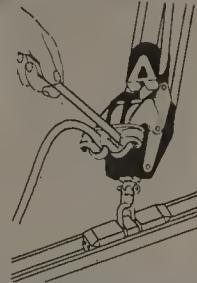
DIGIPAK

\$372.50

- Total Mile Log
- Trip Log
- Boat Speed
- Depth and Alarm



**NOW STOCKING
EASY MARINE PRODUCTS**



Main Systems • Rope Clutches • Blocks
• Danish Quality •



Landfall Marine Supplies

210 HARBOR DRIVE SAUSALITO

(415) 331-2806 OPEN 7 DAYS



SAIL INTO MARINA VILLAGE

We Want To Introduce You To The Bay's Premier Yachting Center

HOME OF THE
1990
NORTHERN CALIFORNIA
SPRING BOAT SHOW,
APRIL 21-29

OPENING IN APRIL
BRAND NEW
RESTROOM,
SHOWER & LAUNDRY
FACILITY
AT GATE 8

Home Of:

**Arena
Yacht
Sales**



Dealer for MacGregor Yachts
(415) 523-9292
See ad page 15

**BILL
GORMAN
YACHTS**

(415) 865-6151
See ad page 203

Featuring
the best
maintained
used
cruising
boats

MARYLAND NATIONAL BANK

(415) 522-7739

See ad page 39

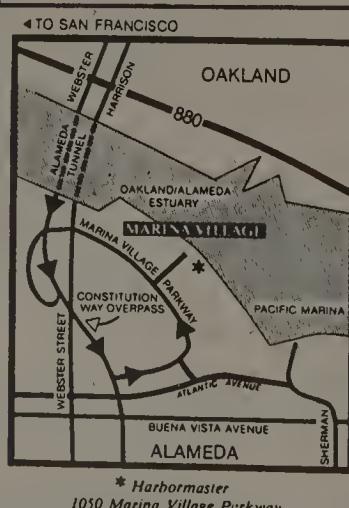


WORLD YACHT CENTER
(415) 521-5636
See ad page 51

Sailing Lessons & Charters

HORIZONS
Charter & Yachting Association

(415) 521-5370
See ad page 60



Much More than Just a Marina

- Prime estuary location
- Protected deep water slips 28-72-feet.
- Wide, stable concrete piers
- Buyers and sellers — Marina Village is the place to buy or sell with loads of new and used power and sail boats at our docks.

Numerous additional services — yacht clubs, deli, nearby shopping center, restaurants . . .

If you're buying, selling or just going sailing, you should visit Marina Village. You'll find the drive easy, the parking easy, the people friendly and the sailing terrific.

Look for the ads of Marina Village businesses in this issue.

MARINA VILLAGE

A DEVELOPMENT OF VINTAGE PROPERTIES

Now Renting Premier Deep Water Slips In All Sizes

Call Harbormaster's Office

(415) 521-0905

LETTERS

Doug Rumrill, 2236 Mariner Square Dr. #43, Alameda 94501. (415) 865-8302. Or Dave Scott 2534 Ramada Way, Chico, CA 95926. (916) 342-7142.

Joan Rumrill
Alameda

Readers — If any of you folks out there own any of the designs that are trying to put associations together, we can't urge you strongly enough to become a part of them, if nothing else for selfish reasons. You can't possibly imagine all the money you'll save by learning how owners of sisterships solved what appear to you to be unsolvable problems. There is no greater resource available to boatowners than that of owners of sisterships. Go to one meeting and you'll kick yourself for not having gone before.

↓↑CAN'T FIND FORMAN

We're anticipating a long cruise starting in April and I've had no luck trying to reach Ben 'Baja Filter' Forman of San Diego. I'm told there is no telephone listing for him.

Can you possibly help me in locating him. I would like to buy one of his filters.

Art Shaw
Alameda

Art — Tommie and Stevie, the former owners of Pacific Marine Supply in San Diego, were the ones who talked Forman into making the Baja Filters. They used to sell about ten of the old square-shaped filters a year. When Ben's Baja Filter came out they sold as many as 18 in a day and 250 for that first season.

Ben, who is retired, makes the filters — along with all kinds of other marine metal work — in his \$250,000 backyard 'hobby' shop. Part of his original business agreement with Tommie and Stevie was that they not tell anybody where he is. A friendly guy, Ben's into making things in his shop, not retailing. Consequently, Ben suggests that you purchase one of his Baja Fuel Filters at either Pacific Marine Supply or Downwind Marine, both of which are in San Diego.

↓↑CORRECTIONS AND QUESTIONS

As a subscriber to *Latitude 38*, and an old Atlantic and Central America hand, let me make two corrections and ask one question:

In the March issue on page 113 you make reference to a El Corde Ingles in Gran Canaria. It's a great store, I've been there several times; but, it's just the El Corte (without the Ingles).

On page 159 of the same issue there is a reference to Borocca. This probably should have been Bonacca, a local name for Guanaja. Sometimes gringos can't pronounce the words. As I am a charter member of the Port Royal, Roatan Yacht Club, I've spent a lot of time on Roatan and around Belize. Which leads me to my question:

What is the address of Ben Forman's Machinery? Remember, I've gotten plenty of fuel in Central America, both for boats and aviation gas. You need lots of filters. Once I got some really bad fuel in Guatemala and another time some bad stuff in Morocco.

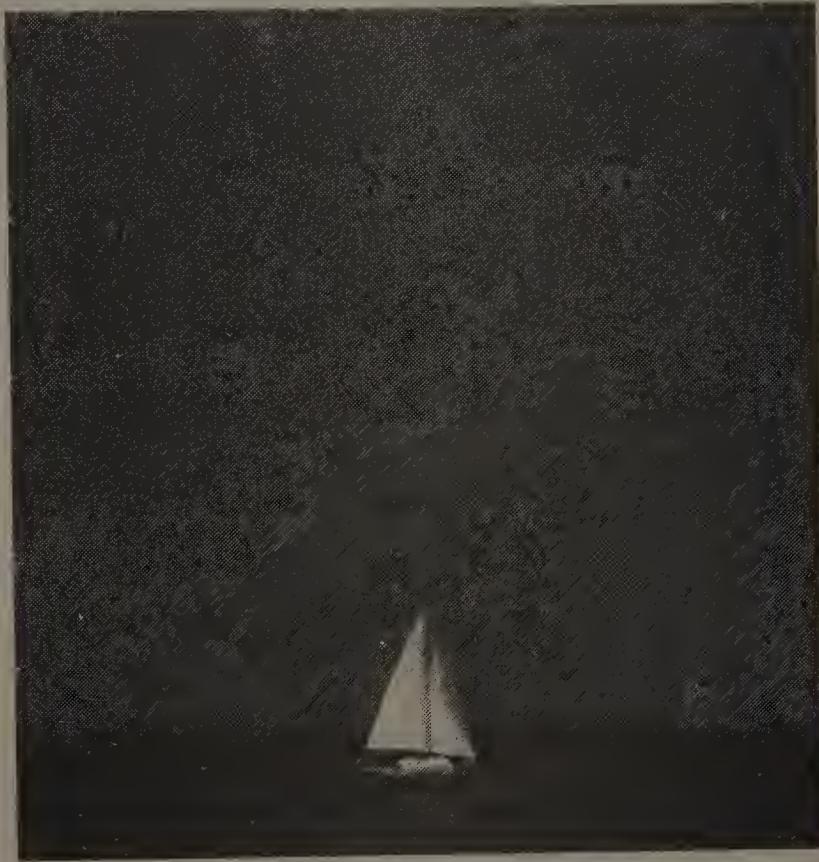
Thanks for your great publication. Currently I'm without a boat, but soon hope to be off retiring to the French Canals, Crete and on to the ARC course — without the ARC organization!

Jon P. O'Donnell
Riva, Maryland

Jon — Thanks for those corrections. Sometimes it's impossible to decipher the place names in some contributor's handwriting. And in the case of small stores or local names, there's no way for us to check. For that matter, it took us nearly 15 minutes to decipher your letter. Please, folks, try to write legibly.

If you read Art Shaw's letter, you can purchase a Baja Fuel

Sunday Afternoon 2:30 p.m.



Boat Loan Approved.

What a week! I really needed to escape and enjoy a few hours on my boat. Alameda Bank helped make it happen.

Even in my busy, hectic life, I now have a boat and a bank I can count on for smooth sailing... 24 hours a day.

ST
ALAMEDA BANK
First National
We Put The Community First.

Manager/Marine Lending Department, (415) 521-2424

2424 Santa Clara Avenue 1414 Webster Street
2234 Otis Drive 980 Island Drive

Member FD.I.C. All depositors insured to \$100,000.

LETTERS

Filter at either Pacific Marine Supply or Downwind Marine in San Diego.

As for the ARC, if you become a 'tag-along' you probably won't be alone. A number of previous participants feel that the for-profit ARC entry fees have been way out of line for what they get in return. They figure they could have had just as much fun tagging along and keeping the early \$500 per boat.

THE DIFFICULTY WITH GUNS

One of the difficulties in using a gun in self-defense is explaining the bodies that result. Ask Bernard Goetz, or Bill Weatherwax [Letters, March]. Of course, if you are for some reason favored politically you may instead be treated like Carl Rowan. Still, using a gun is gamble. The only good news is that you will probably be alive to concern yourself with those problems.

A bit of general advice from a shooter since childhood as well as a 15-year martial arts practitioner: avoid fights. It's usually not too difficult. If you are cruising, strongly consider just slipping your cable and bugging out.

If, however, you judge that the conflict is unavoidable, use plain language such as: *STOP RIGHT THERE! FREEZE! DROP THE ROCKS* (knife, axe, cutlass, etc.)! *HANDS UP! TURN AROUND! BEND OVER AND TOUCH YOUR TOES! STICK YOUR RIGHT LEG OUT BEHIND YOU! NOW YOUR LEFT! DOWN ON YOUR BELLY! LEAVE THOSE HANDS OVER YOUR HEAD! SPREAD YOUR LEGS WIDE!*

At this point you — or better still, an assistant — can secure the prisoner. Gray tape works wonders but a line tail will do.

Resolving your moral dilemmas is not something with which your assailant is likely to assist you, so keep it to yourself. If you don't get compliance and must shoot to protect yourself, remember that if you're holding the gun at your waist and you aim high, you'll probably strike your assailant in the chest or head, with a very high probability of a fatality. There is also a fairly high chance of missing. Aiming level will result in a gut or leg with a significant, but lower, probability of death. It's also more likely to result in some hit by an untrained shooter. A two-hand hold in front of the stomach is recommended for accuracy. Turn from the hips to change aim. Keep shooting until the attacker changes his mind or falls. If he changes his mind and leaves, *DO NOT PURSUE HIM*. If he falls, take your time before approaching the body. Secure the arms and legs first, then administer first aid and call for medical assistance. Even if fatally wounded, your attacker may have enough energy to take you with him if he feels under attack himself and has the means at his disposal.

Instruction in the use of firearms for self-defense is available. If you're going to have a gun, avail yourself of it. If you have a weapon, familiarize yourself with it and its use.

Of course, now that the attack is over a whole new set of problems begins. Often the first one is, "Are you aware that you have no right to have a gun in our country, *señor*?"

Consider strongly in advance the option of avoiding areas of probable trouble and skip the whole issue of lethal self defense. And wherever you are in the world, keep your eyes and ears alert and use your street smarts. Awareness of your surroundings is the first step in avoiding a problem. The second is the instant willingness to move on down the line if trouble is brewing.

Chuck Warren
Berkeley

Chuck — We think you hit it right on the nose when you say that avoiding trouble is a far better option than trying to extricate yourself from it. The old ounce of prevention being worth a pound of cure; except it's even more than that.

Another option, particularly for non-lethal situations and to give women the confidence of not being vulnerable to every harassing

Yacht Insurance

Sail & Power Boats 26-ft and Up

★ Private Pleasure Yachts ★

★ Skippered Charters ★

★ High Value

Yacht Specialists ★

★ World Wide Coverages ★

★ Direct with Lloyds ★

★ Ocean Crossings ★

★ Mexican Yacht Insurance ★

Agent for the
CLASSIC YACHT ASSOCIATION
and for the
MASTER MARINERS
BENEVOLENT ASSOCIATION

CAPITAL WORKSHOP INSURANCE AGENCY

PEGGIE FOSTER
GRACE LOONAM
456 Montgomery Street
Suite #1000
San Francisco, CA 94104

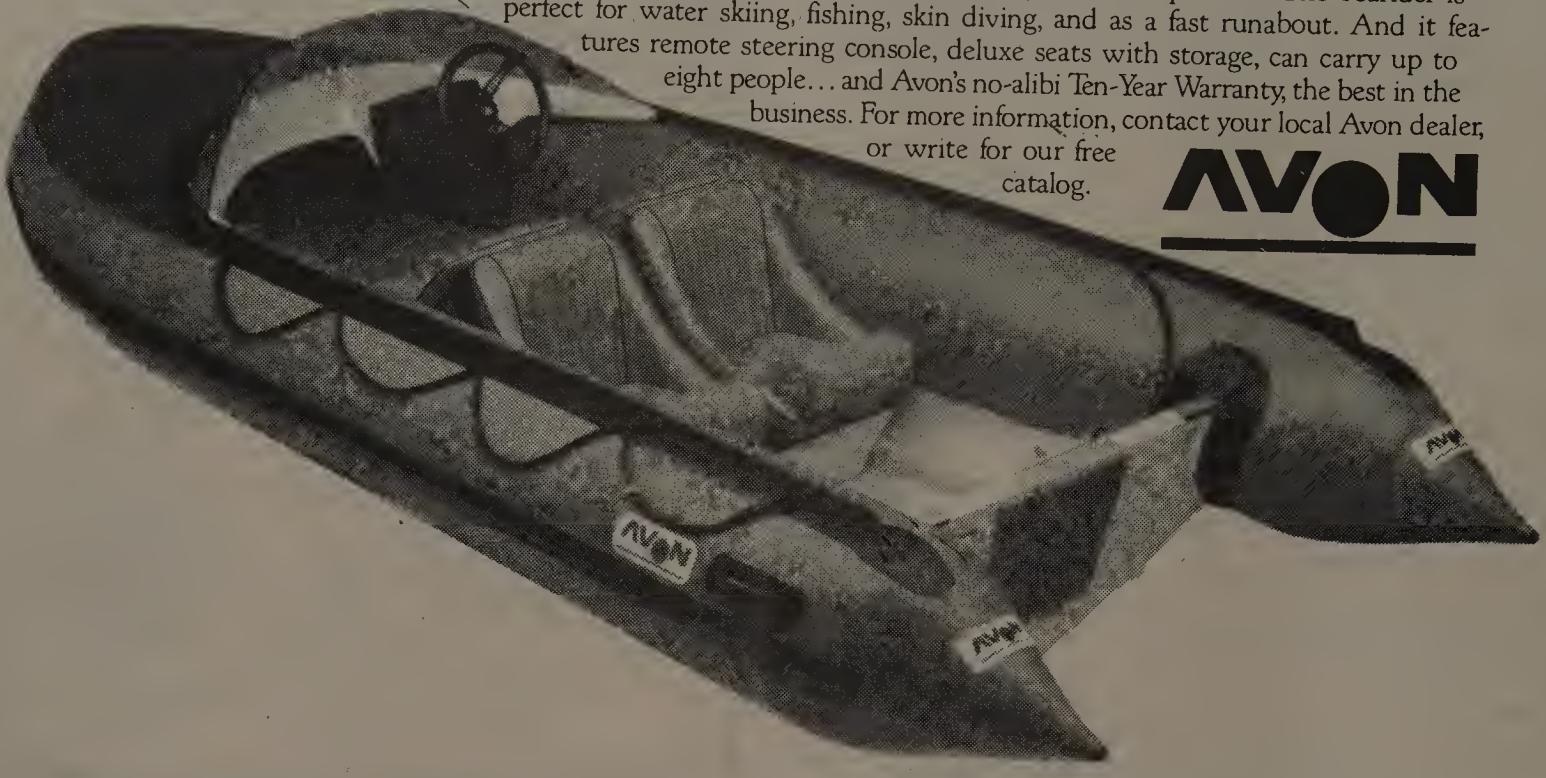
(415) 981-8200



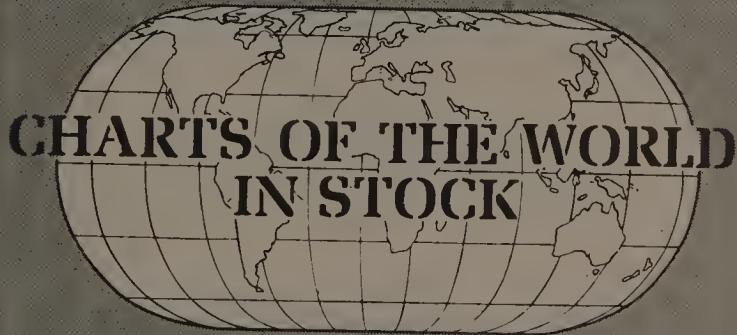
Speed Boat!

Here's the ultimate inflatable speed boat...the Avon Searider. It combines a rigid fiberglass "V" hull for high performance and seakindliness with inflatable tubes that offer proven safety and stability. Add a unique water ballast system and powerful outboards (up to 90 HP) and you have speed and maneuverability that is unparalleled. The Searider is perfect for water skiing, fishing, skin diving, and as a fast runabout. And it features remote steering console, deluxe seats with storage, can carry up to eight people...and Avon's no-alibi Ten-Year Warranty, the best in the business. For more information, contact your local Avon dealer, or write for our free catalog.

AVON



Avon West, 1851 McGaw Ave., Irvine, CA 92714, (714) 250-0880. Avon East, 30 Samuel Barnett Blvd., New Bedford, MA 02745 (508) 990-2700



Charts are our business . . .

So our large inventory covers most of the world. We carry National Ocean Survey, National Oceanographic and British Admiralty Charts.

We also stock all the publications and navigation books that you need and Pilot Charts, Loran, Omega and plotting charts are on hand.

And we sell sextants, chart tools, compasses, clocks, barometers, chronometers, computers, logs and binoculars.

*Please call us for your requirements.
We are at your service.*

TRADEWIND INSTRUMENTS LTD.

MARINE NAVIGATIONAL INSTRUMENTS

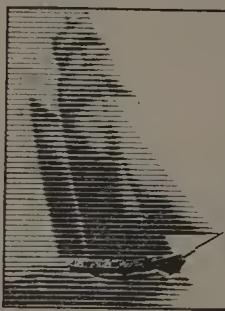
2540 BLANDING AVENUE ALAMEDA, CA 94501

(415) 523-5726

NEED A BOAT LOAN? SET SAIL WITH US.

- Sailboats and Power Boats
- Competitive Rates
- Fast Approvals
- Loans also Available for Autos, RV's and Mobile Homes

Call: 1-800 SF FED 4U



**SAN
FRANCISCO
FEDERAL**
Keeping Right On Course



LETTERS

drunk in the area, might be Mace. According to the police, you need a license to buy and carry Mace. Have any readers out there gone through this training? If so what do you think of it? We'd be most interested to hear.

↑↑CAT FIGHT HAS ME ACTING LIKE A COMPLETELY CRAZY WOMAN

Help! Please print this letter. I am hoping there are some readers out there who can relate to my nightmare and share with me the wisdom of their experience.

My husband and I liveaboard in Richmond. We went on vacation in September and left the care of our cat — Jezabell — in the hands of boaters who live only a stone's throw away. I was hesitant about leaving my 'baby' in their care as we had only recently become friends; but they offered and what could possibly happen?

Well, let me tell you what can happen. To be blunt about it, these people have tried to steal our cat! As a matter of fact, five months has passed since our return from vacation and they persist in trying to steal our cat. I can't even begin to tell you all the details of this saga because it is just too much. I can hardly believe the situation and the range of emotions I have felt during this nightmare.

They've continued to feed Jezabell after our return — even though I asked them not to. They've kept her shut up in their boat while I stood not more than five feet away, in tears, calling for her. I've told them I want our cat home, aboard our boat. I've called the Humane Society asking for advice; they suggested I call the police and report a cat theft. I can just see the expression on the face of Mr./Ms. Police Officer when I call to report a cat theft. They'd probably put me on hold, look at their buddies, and start cracking up. But this is just insane and it has driven me to act like a completely crazy woman.

I have sincerely tried to resolve this matter in every way I could think of. I offered to get them a cat of their own. But noooooo, they want a 'particular cat'. I've kept our cat shut inside our boat for weeks, but the minute she is out they entice her with tasty morsels, take her aboard their vessel and close the hatch! The nerve of them! They have absolutely no right to do this; it's called theft. I have never in my life come upon such inconsiderate, insensitive, rude and plain old stupid people. Can't they take a hint?

The last confrontation happened about two weeks ago. I had reached my limit. Jezabell was again trapped inside Mr. & Mrs. Catnappers' boat. I was looking for her and felt she might have been kidnapped. Finally, Mrs. Catnapper appeared with Jezabell in hand and said in an oh-so-innocent tone, "Here's Jezabell." Well, I was through being nice about this and said, "Keep your hands off our cat! I don't want her aboard your boat and the next time I suspect she's aboard your boat I am going to call the police to report a cat theft!"

Well, Mrs. Catnapper literally threw Jezabell to the deck and told me to "F--k off!" I could not believe it.

So once again Jezabell has lost her freedom to roam, and our vessel remains closed up! Great. The next time I even suspect Jezabell is trapped aboard that other boat I will not hesitate to dial the Richmond Police Department to report a theft in progress. Let them laugh, they probably need a change of pace anyway.

So *Latitude* readers, please help me. Is there anyone who has ever been in a similar situation? Am I wrong to be so outraged by this situation? I'm so desperate that I have visions of Mr. & Mrs. Catnapper's nice white car with 'Cat Thieves' sprayed in black on the trunk!

Please send any advice and/or comments to: Cheryl Cloes, c/o Adriana, 530 W. Cutting Blvd, Richmond, CA 94804.

Cheryl Cloes
Adriana, Richmond

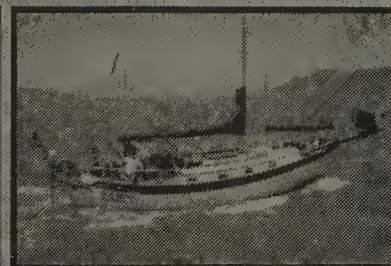
BALLENA BAY YACHT BROKERS



Member BUC Yacht Sales Network
The fast, convenient way
to buy or sell your yacht.



MARINER 32



HANS CHRISTIAN MK II

1972. This is an exceptional example of this easy sailing, comfortable classic. Solidly built of fiberglass with the warmth and charm of wood below. 49 hp Perkins. Complete inventory and well maintained. **Have a look at \$37,000.**



PEARSON 23

1983. Terrific family daysailer, weekender, quickly rigged and easily singlehanded cat rigged boat. Very well maintained. **\$9,950**



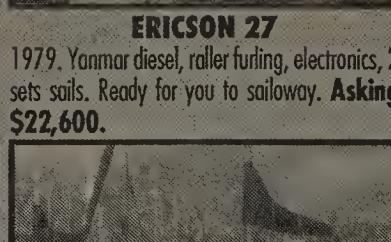
TARTAN 33R

Universal diesel, quarter & vee berths, roller furling, VHF, Combi, "Bristol". **Asking \$54,900.**



BABA 30, 1983

Motivated owner. Your chance to own now — wants offers. **Asking \$54,500.**



ERICSON 27

1979. Yanmar diesel, roller furling, electronics, 2 sets sails. Ready for you to sail away. **Asking \$22,600.**



CATALINA 27

1977. Star electronics, Chrysler engine, full set of sails. Take her out for the day or week. **Two from \$12,000**



CORONADO 30

Wheel steering, Furling Genoa, Spinnaker, Speed, Depth, VHF, Stereo, 2 Anchors, Hold, 6+ Headroom. **\$16,500.**

BALLENA ISLE MARINA
1150 BALLENA BOULEVARD, ALAMEDA • (415) 865-8601

LETTERS

Cheryl — Your tale of woe is so bizarre it has to be true.

Here's our two cent's worth: It's times like this when you're mad enough to go crazy that you have to remain cool. If you lose it and do something impulsive like spray-painting somebody's car, you'll come off as really being crazy. What you must do is convince yourself that you have a legitimate complaint, which is true — assuming everything you have said is factual. And then proceed accordingly.

Just for the heck of it, we called the Mill Valley Police Department to see if they respond to situations like yours. The woman answering the phone said they once had a 'bird-napping' case in which a Ms. Bird allegedly stole a friend's parrot. "It was a giant mess," the policewoman said, "so we stay away from that stuff now."

We then called Lt. Howard over at the Community Relations division of the Richmond Police Department. If your cat is licensed and it's a case of outright theft, you can call the police department. If it's not that cut and dried, Howard suggests giving the West County Animal Control a ring at 374-3966. You also might call the county and see if they've got a Social Services Mediation Board.

If the police can't help, consult an attorney. Yes, it will cost you some money, but if this thing is driving you as crazy as you say, it will be a wise investment. But most of all relax; you're hardly the first person to have been caught up in such a seemingly petty — but genuinely emotional — dispute.

By the way, if anyone out there comes across a tail-less gray cat answering to the name of 'Happy', call us immediately. The greatest cat in history, we want her back!

GOOD CITIZENS, YOU KNOW

While beating up the Cityfront during the March 3 Golden Gate Mid-Winter Race, we were overtaken by a Coast Guard vessel near Fort Mason. At the time four of our crewmembers were basking in the sunlight with their legs and feet over the side of the boat. The Coast Guard vessel slowed near us and the female operator used her loud hailer to advise us to put all parts of our body on the deck and inside the lifelines.

When we questioned her about this action she informed us that it is illegal to sail with legs outside the boat — and again told us to comply. We asked if she would convey the same message to all of the other boats racing — including an Olson 30 just to weather of us and many boats further ahead that had started earlier.

The woman did go through the same procedure with the Olson, forcing the crew to move inboard, but then she made a sharp turn to starboard and departed the area without visiting any of the other boats with her message.

We haven't been able to find anyone who is aware of this 'illegality', so I'm asking you to shed some light on the matter. I'm also copying the Coast Guard Port Captain requesting clarification.

In answer to your question: yes, we did sail the entire race with our bodies inside the lifelines. Good citizens, you know.

Ed Lawrence
Northern California

Ed — Have you seen those bumper stickers that read "Question Authority"? You should get one that reads "Question Authority Extensively".

We called Coast Guard Alameda about the incident and they were pretty defensive, quickly point out that the vessel in question was from Fort Point and thus part of Coast Guard San Francisco. But here's the deal. The coxswains in those Coast Guard boats are charged with keeping vessels from operating in a negligent or unsafe condition. According to the Coasties the woman coxswain who visited you was inexperienced and made an error in judgement, thinking your boat was being operated in an unsafe

IT'S A GRAND OPENING SAIL



**stream
stay 2**

**Reefing/Furling
System**

5 YEAR LIMITED WARRANTY

Dealer Inquiries Invited

**FOR MORE INFORMATION
CALL OR WRITE:**

**stream
stay Inc.**

1353 EAST 171ST STREET
CLEVELAND, OH 44110
(216) 531-9151

HAVING A BAD DAY?
WE'RE THERE WHEN
YOU NEED US MOST!

Boettcher and Murray
Ocean Marine Insurance Agency

YACHT INSURANCE

"Correct Coverage for the
Lowest Premium"

(800) 343-4292

Buzz Boettcher
Phil Murray Brett Gregr

YOUR FOUL WEATHER FRIENDS!



Martinez Marine Hardware

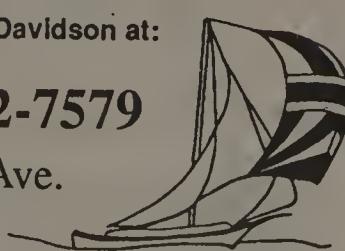
Your Contra Costa and Delta Source For:

Larsen Sails
Marine Videos for Sale & Rent, Books
Stainless Steel & Silicon Bronze
Fasteners & Fittings
NOAA Charts
Scotty Downriggers
Perko Products
West System Fiberglass Repair
Jabsco Impellers
First Mate
Interlux Paints
Z-Spar Finishes
Sta-Lube Marine Oil Products
Taylor Made Fenders
Interstate Batteries
NSA Water Filtering Systems

Call Arlene and Greg Davidson at:

(415) 372-7579

3811 Alhambra Ave.
Martinez, CA



*Oyster Cove
Marina, Inc.*

Berthing at Oyster Cove Marina
makes boating easier, more
convenient and more enjoyable

- Berths 30-ft to 60-ft
- Water, Electricity
and Telephone
- Heated Dressing
Rooms and Showers
- 7 Day HarborMaster
Office
- Double Finger
Concrete Slips
- 24 Hour Security
Patrol
- Laundry Room
- Complimentary Ice
- Magnetic Card Entry

LIVEABOARD BERTHS AVAILABLE
(Limited Number)

**385 OYSTER POINT BOULEVARD
SOUTH SAN FRANCISCO
(415) 952-5540**

LETTERS

manner because all those legs were over the side. The fact is, it's neither illegal or improper for racing crew to have their feet and legs over the side — which is not to say there aren't situations — a bunch of drunk sailors hanging halfway off a boat in a full gale, for example — in which having limbs over the side would constitute negligence.

But let's not anybody start jumping all over the coxswain or the Coast Guard about this. The woman made a mistake, but nothing as serious as the guy we elected Vice President seems to make all the time. And if the Coast Guard training isn't perfect, it's a hell of a lot better than the IRS, whose experts are apparently wrong nearly 50% of the time. Hell, even we've made a couple of errors in judgment during our long and illustrious lives.

As for the state's position on this, check out the following letter from Sgt. Crist.

JUST WHEN YOU THOUGHT IT WASN'T LEGAL TO GO TO THE BOW

I was recently shown an article in the July 1989 issue of your magazine concerning a 'bow riding citation' I had issued a sailboat operator. The reason I am writing is I don't want incorrect information disseminated through your widely-read magazine.

Briefly stated, T14 6697(a) says in part: "the following described acts endanger life . . . and constitute evidence of reckless or negligent operation . . . riding on the bow, gunwale or transom of a vessel propelled by machinery underway when such position is not protected by a railing . . ."

At the time I issued the citation, the vessel was under power and no sails were up. A woman was seated on the bow pulpit with her legs dangling above the water. She was outside the bow rail and thus, in effect, outside the boat. Hence the citation. There were fourteen people aboard the vessel when I stopped it. They were scattered from the bow to the stern. It is highly likely that if the woman had fallen in the water she would have been struck by the prop — and no one would have immediately noticed her missing. In addition, she was not wearing a PFD.

There are two things to learn here:

1. A sailboat under power by machinery falls under CCR 6697.
2. Anyone riding outside the protective railing will cause the operator or person in control to be in violation of this section.

Incidentally, the reason I was not in court on the day scheduled is because I was not notified that I was needed. I was on duty that day and could have appeared.

Your photo of the five subjects riding on the bow with their feet hanging over the water does not constitute 'bow riding' because they are behind the rail — unlike the case in which I issued the citation.

Dale Crist
Sergeant, Solano County Sheriff's Dept.

Sgt. Crist — Thank you for that clarification.

DON'T GET SHOOK UP

Mexican authorities reported that a quake measuring 5.6 on the Richter scale rattled La Paz on March 15. Scientists at the Tacubaya seismological station said the shaker was centered some 75 miles northeast of La Paz.

What really happened was that I had whipped up an experimental hi-octane chili in anticipation of the chili cook-off at Baja Ha-ha Sail Week. The guys anchored at Isla San Francisco just didn't have the guts to handle it. Sorry.

Julio Childs & Guests
Sea of Cortez

THE WATER SOLUBLE SOLUTION

It's happened again. February brought the loss of another fine



MONTEREY BAY
FIBERGLASS

"ITCHING FOR FUN"

Wholesale

Retail

no minimum order

Complete line of reinforced
plastic materials

- Resin
- Epoxy's
- Mat: Roving, Cloth

SYSTEMONE

Distributor for "Clark" surfboard blanks
and sheet foam. Experienced consulting
in all phases of reinforced plastics.

SERVING ALL YOUR NEEDS FROM OUR NEW
EXPANDED FACILITIES:

1071 G 17th Avenue
Santa Cruz, CA 95062
(408) 476-7464

314 West Depot
Bingen, WA 98605
(509) 493-3464

Rigging Specialists

We are experts at solving your
rigging & deck layout problems.

Complete Chandlery

Large, in-stock selection
of fittings, fasteners,
hardware and marine
supplies. Fast,
personalized service
on special
orders.



Richmond
Yacht
Service

351 Brickyard Cove Rd. Point Richmond
Call: Rich Weirick
(415) 234-6959



AS ALWAYS:

- Largest Selection in Traditional Yacht Hardware
- Large Selection of Used Equipment
- Traditional Small Rowing and Sailing Craft in stock
- Most Convenient East Bay Location
- Friendly, Knowledgeable Service

BOATERS VALUE

We've joined "Boaters Value", bringing you more products at better prices.



WATCH FOR OUR EXPANSION!!!

*We're expanding our inventory and
expanding the store -
all to serve the Bay Area boater better.*

THE BOATERS FRIEND

Easy Access at

805 University Ave.

(Next to Spenger's in Berkeley)

(415) 848-4024

Mon.-Sat. 9-5 Fri. til 6

Berkeley Marina



Gateway to the Golden Gate

Location • Location • Location

Some choice berths are available

— Check With Us First —

Full Service Marina • Full Facilities

Berkeley Marina

201 University Ave., Berkeley, CA 94710

(415) 644-6376

Donate your boat to
the Sea Explorers



Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating into the youth who participate in sea exploring.

Sea Explorers are looking for any craft, power or sail, in serviceable condition.

Contact: Dave Dunakin

(415) 638-3600

Sea Scout Division
San Francisco Bay Area Council



LETTERS

boat to an "unknown floating object" (i.e. a semi floating container). Fortunately, no lives were lost.

Trying to keep out of the way of large shipping in the Bay and not getting run down by ships at sea is one thing; having to be on guard 24 hours a day for something insidious that floats a few feet underwater offshore is another.

I realize that containers are accidentally lost overboard and sometimes jettisoned overboard during stormy conditions as a matter of necessity — but the damn things don't have to float. I wonder how many containers lost overboard — for whatever reason — are ever recovered? I would guess very few.

I can't believe that nobody has thought of putting a water soluble plug in the container walls that would disintegrate within 24 hours and sink the container — and thus eliminate a life-threatening hazard to navigation. I realize there are environmental issues to consider, but sinking sailboats pose their own environmental hazards.

I, for one, would like to see an organization consider this issue and try to eliminate this man-made hazard on the high seas. After all, hitting one could ruin your whole day.

Chuck Woods
Halsey
Alameda

Chuck — We think your general concept is an excellent one. The problem, of course, would be in getting international approval. Such 'sink holes' would obviously cost more money, so the shipping industry would oppose it. We doubt there is a big enough 'anti semi-submerged container' constituency to overcome the opposition.

↑↑I CAME BY BOAT

I would love to see some sailboats tested like they test cars in Autoweek and other magazines. Not tested for speed, but for such things as assembly, finish, warranties, etc. And to get owner feedback regarding service.

It would have helped when I bought my new Irwin 43 in 1989. The Irwin factory is now in Chapter 11 and won't do a thing to help me. The dealer, Steve Curran of Marina del Rey is out of business (Chapter 7). The new Irwin dealer in Marina del Rey only gives me lip service.

Before I ordered my Irwin 43 I visited the factory in Clearwater, Florida. I was impressed with their operation — until I got my boat. The strut leaked. The factory recommended putting some glass on the top — on the inside! Kind of like patching your roof from the inside? The porthole bolts are so long that they broke 13 outside frames. There's more.

P.S. Excuse my English, but I came here by boat.

Klaus Slusarek
Irwin 43, Doo Mei
Los Angeles

Klaus — It's impossible to do the kind of testing on boats that is done on cars because of the difference in units produced. Tens of thousands of each model of car are made each year, virtually all of them identical except for the options. In the case of sailboats, it would be hard to find a factory that's making more than ten 40-footers a year — and many of those are very different from each other.

It's also hard — particularly in these days of a soft market for new sailboats — to keep up with factory reputations. Especially if the factory — and dealer — have sought protection from creditors. We wish we could help, but we honestly don't think we can.

↑↑WHERE CREDIT IS DUE

There is a relatively new business, the Zihuatanejo Scuba



YANMAR



1 GM-10
2 GM-20F
3 GM-30F
4 JHE

ENGINE SALE!! . . . Call For Prices.



M-25
M-30
M-60
M-80T

Perkins
engines

Atomic 4 Special
Rebuilt Universal

SALE PRICE \$2350

WITH REBUILDABLE CORE IN EXCHANGE ONE-DAY INSTALLATION AT SHOP RATES.

GENERATORS

NORTHERN LIGHTS
DIESEL ELECTRIC & POWER SYSTEMS

Onan

We Sell, Install & Service
The World's Best Generators!
Call for Quotes

QUALITY SERVICE FOR YOUR CLASSIC
OR CONTEMPORARY YACHT

Complete: Keel • Hull • Paint • Spars and Rigging
Electronics • Hardware • Engines • Generators

Repair / Sales for: Yanmar • Universal • Perkins •
Westerbeke • Pathfinder • GMC • Detroit • Caterpillar
Northern Lights • Onan

Richmond Boat Works

616 W. CUTTING BLVD., RICHMOND, CA 94804

(415) 232-5800



BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

**Concrete Dock System
Well Maintained Facilities
Beautiful Surroundings**



Kappas Marina
100 Gate Six Road
Sausalito, CA 94965
(415) 332-5510

- DEEP WATER BERTHS:
BASIN AND CHANNEL DREDGED TO -9.5 MLLW
- CARD KEY SECURITY SYSTEM • DOCK CARTS
- PUMP OUT STATION • AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE:
MARKET/DELI • LAUNDROMAT • RESTAURANT
- AT EACH BERTH: LARGE STORAGE BOX
METERED ELECTRICITY
PHONE HOOK-UPS
WATER

FURLEX

In a big blow it's the best

Exacting Swedish engineers have patented a bearing system to make headsail reefing and furling easier when you need it most.

Everything is included for complete installation—from stanchion blocks to split drum—and our worldwide dealer network backs up our five year guarantee.

We'll put you in touch with your nearest dealer. Write or call

Sailsystems

P.O. Box 1218
Marblehead, MA 01945
Telephone (617) 639-0440

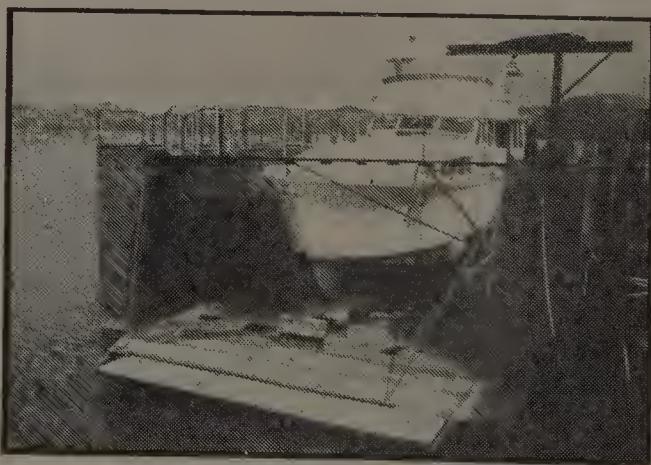
FOR
RACERS
AND
CRUISERS
20' TO 70'



SAUSALITO DRYDOCK

Safest, Gentlest Way to Haul a Boat

David Barrett, Owner/Builder with Bill Crake
INSURED



60-FT YACHT, "NOBLE"

200 Ton Capacity to 100-ft Length
Keel Support Blocks Every Five Feet
Pressure Wash, Sandblasting, Machine Shop, Welding,
Propeller and Shaft Work

Do-It-Yourself Work Weekends Available

24 Hour
Phone

(415) 331-1280

Liberty Ship Way at
Sea K Fish Dock

EMS

THE SYSTEMS
PEOPLE
Celebrating Our
12th Year

NEW!

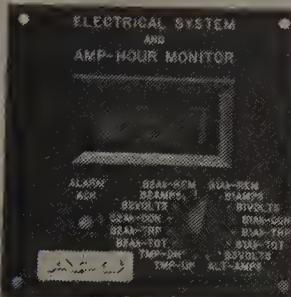


 Sea Recovery™

Aqua-frame compact watermaker only 14" high!
Models from 8 to 50 gallons per hour.

DEALER INQUIRIES INVITED

FROM THE AMPLE POWER COMPANY



Finally! An electrical system monitor which accurately computes amp-hours consumed, amp-hours remaining and time to discharge. Activates high or low voltage and low capacity alarms.

Trace
ENGINEERING



STATE OF THE ART INVERTERS

TECHNAUTICS
REFRIGERATION
Engine Driven/AC/DC
Holding Plate Systems.
"The Cruiser's Choice"

AIR CONDITIONING SYSTEMS

Design, Installation & Service

DIESEL FIRED Forced Air Heaters

cruisair®



EMSS

EDINGER MARINE SERVICE

399 HARBOR DRIVE, SAUSALITO, CA 94965
(415) 332-3780

SALES AND SERVICE

Quality Names You Can Trust

BOAT SHOW SPECIALS!

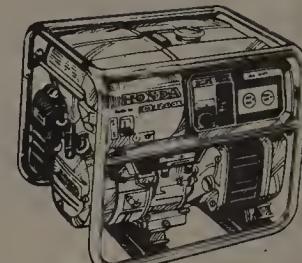
Inboards

VOLVO
YANMAR
VETUS
WESTERBEKE
UNIVERSAL



Generators

HONDA
KOHLER
YANMAR



Outboards

HONDA
TOHATSU
JOHNSON
BRITISH SEAGULL

Voyager Marine

1296 State St.
P.O. Box 123, Alviso, CA 95002-0123
(408) 263-7633
Closed Sundays and Mondays



sally lindsay's

SPINNAKER SHOP

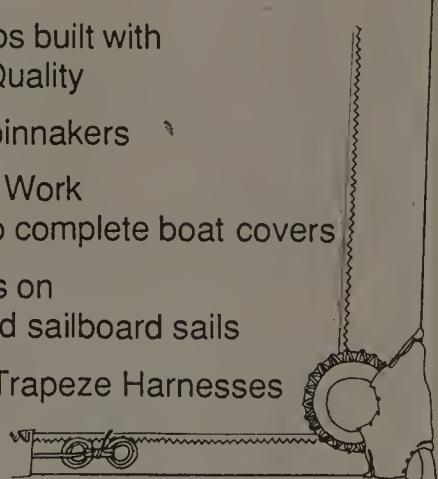
palo alto  calif

PRECISION SAILS

full service loft



- New Mains and Jibs built with Uncompromised Quality
- Trophy winning Spinnakers
- Complete Canvas Work from sail covers to complete boat covers
- Repairs and recuts on cruising, racing and sailboard sails
- World Acclaimed Trapeze Harnesses



921 E. Charleston Road • Palo Alto
CA 94303 • (415) 858-1544

LETTERS

Making the race better than ever this year is the Race Chairman's decision to change the finishing procedure. Moss Landing Harbor is an outlet of the Elkhorn Slough, a large wetlands reserve which can send water out the entrance at speeds in excess of four knots. The previous finish was always inside the harbor, and sometimes the adverse current forced racers to anchor off the jetty until the tide turned. This year's offshore finish will ensure results that are more representative of overall performance in the race — as opposed to the state of the current going out the harbor.

Finishes at the MLA buoy will be 'observed' via radar from shore. The yacht club will then have members in inflatables to guide finishers into the North Harbor and assist in rafting up. All racers will receive a warm welcome to the club bar and the full service Elkhorn Cafe restaurant. Hot food and hot showers will be available throughout the night. A Sunday morning brunch and mid-day trophy presentation will follow.

Space for campers and vans is available; arrangements can be made by calling the club in advance. Elkhorn YC skiffs will be available so visitors can explore the slough and wildlife sanctuary.

This year's Boreas Race is a warm-up for next year's 40th Anniversary Race and 45th anniversary of the yacht club. What a party that will be!

San Francisco Bay racers can obtain entry forms from Bay Area yacht clubs or by writing the Elkhorn YC at Box 45, Moss Landing, CA 95039.

See you here in July, mates!

Melissa Holton
Elkhorn YC
Moss Landing

Melissa — The change in the finish is a terrific idea. The last time we did the Boreas, we shot right down coast to the jetty entrance and then spent four frustrating hours trying to sail the last 100 yards inside the harbor entrance. It was so aggravating we turned on the motor and called it quits. What a bummer to have sailed so far, so fast and not even get a finish!

↑↑SITTING BY THE HEATER ALL DAY

Please find enclosed a bill for \$250 for the stripping of the teak caprail on Capt. Jack, a 42-foot Grand Banks that I was supposed to work on today. As it was, your very fine rag arrived and I haven't done shit for work, sitting near the heater in the shop instead, thoroughly enjoying the issue from cover to cover, the way I always do.

Seriously, the Pacific Northwest is all you've heard; wet, cold, foggy, windless (except today when it's blowing 35). It's terrible and terrific all at the same time — if you like changing weather, that is. I'm glad to hear that you're coming up this summer. Spring is better actually; more wind and less fog. Be sure and stop by Anacortes on Fidalgo Island. It's a gem of a seaside villa, with lots of marinas and the best charter outfits in the area.

As for surf, you bet we get our share. During westerly swells or gales there are a number of breaks within the Straits of San Juan de Fuca on both sides of the border, ranging from little beach peaks to full on left hand reef/point breaks. The further up the Straits you get the smaller the waves, though it's often overhead with plenty of juice. Winter temps are in the upper 40s, summer in the 50s. Crowds do not exist and there are no suburban gremlins up and coming (although you wouldn't know it by all the surf wear and Local Motion stickers you see) because surfing is an imported skill here. As for the location of these spots, I say seek and you shall find.

It's really wild to be out in the water with all the different wildfowl and eagles soaring about; killer scenery, too. If you've ever ridden the little wedged-shaped right hander at Ano Nuevo,



OFFSHORE CRUISING

E.N.C.Y.C.L.O.P.E.D.I.A.

By Steve and Linda Dashew

NOW AVAILABLE AT

THE ARMCHAIR SAILOR

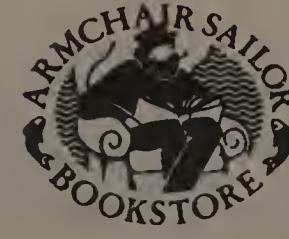
MARINE BOOK & NAVIGATION CENTER

- Thousands of Titles, New & Used
Imported and Out-of-Print Books
- Worldwide Charts and Cruising
Guides. Free Cruising-Planning Checklists.
- Imported Yachting Magazines.
Ship Models and Half-Hull Models.
- Over 180 Marine Videos
To Rent or Buy.

ASK FOR OUR CATALOG

Mail & Phone Order Service
WE SHIP ANYWHERE
(415) 332-7505

42 Caledonia St., Sausalito, CA 94965
Mon-Sat 9-6 Sun 12-5



Sausalito's Finest Harbor



*Tucked Away
in the
Heart of Sausalito*

MARINA PLAZA HARBOR

The Ideal Spot To Berth Your Boat

Surrounded by beautiful Shoreline Park
& adjacent to Sausalito's largest
supermarket & marine supply center.
Full facilities & plenty of free parking.

332-4723 **332-3802**

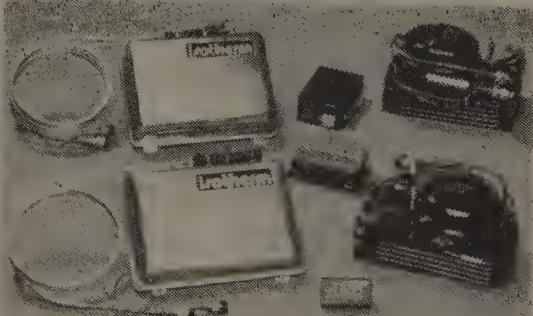
**2330 Marinship Way
Sausalito, California 94965**

COLD

WHEN IT'S HOT

Stop lugging ice down the dock and give Scan Marine a call. We have the refrigeration system to fit your boat. Check out these advantages: Unique holding plates for maximum efficiency, low battery drain design, easy installation kits, and low prices. So let Scan Marine help keep you COOL!

isotherm 5000



12V air-cooled or engine-driven systems also available.

(206) 285-3675

FAX: (206) 285-9532

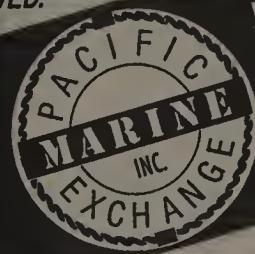
SCAN MARINE
EQUIPMENT

2144 WESTLAKE AVE N, SUITE D
SEATTLE, WA 98109

FULL SERVICE MARINE STORE

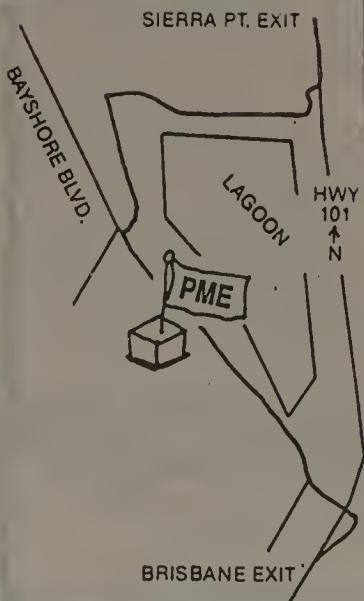
OPEN 6 DAYS 8:30-6:00

CLOSED
WED.



New/Used Hardware • Supplies
Sales • Service • Consignment
3866 Bayshore Blvd.
Brisbane, CA 94005
(415) 468-4422

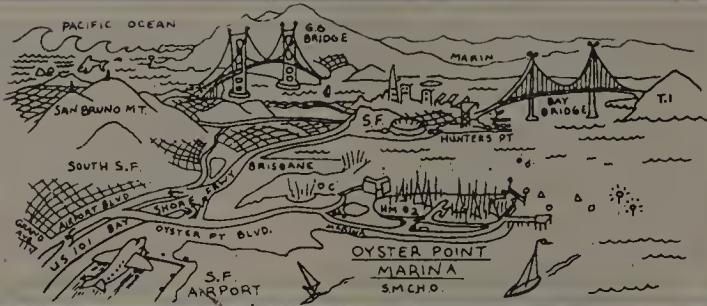
**SPRINGTIME!
HAUL-OUT?
BOTTOM PAINT?
SEE US.**



- Instruments, Electrical, Machine & Pump Repair
- Custom Woodworking
- Stainless & Aluminum Fabrication & Welding
- Used Sails & Consignment Merchandise
- Teak & Mahogany Lumber
- Marine Plywood
- CNG Exchange

OYSTER POINT MARINA

NEWLY EXPANDED, IDEALLY LOCATED



COME SEE FOR YOURSELF!

Berthing: 600 berths from 26-ft to 60-ft, special trimoror berths.

Guest Dock and Berthing available at 30 cents a foot per night.

Park/Open Space Approximately 33 acres of park and open space with trails and promenades.

Swimming Beach: 2.5 acres of sandy beach.

Fishing Pier: A 300' concrete fishing pier.

Launch Ramp: Two-lane concrete ramp with parking for 70 boat trailers and cars.

Restrooms and Hot Showers: Public restrooms and private restrooms with showers.

24-Hour Security.

Pump-Out Facility is located on the fuel dock.

Fuel Dock: Both regular and diesel; operated by Summit Marine, call (415) 952-3372 for operating hours.

Dry-Storage: Operated by Summit Marine.

Yacht Club: Oyster Pt. Yacht Club has a beautiful new facility, serving an active, congenial group of boaters, both power and sail.

Restaurant: Coming soon at the Oyster Point Village commercial center.

Haul-Out/Boat Repair: Facilities are under construction for a full service boat yard.

OR CALL (415) 952-0808



**SPRINGFEST
BOAT SHOW!**
April 6-8
at Village West Marina

SLIPS AVAILABLE

COVERED TO 60'

OPEN TO 90'

The finest facility on the Delta with 2 restaurants, cocktail lounge, fuel dock, guest dock, yacht sales and service.

Located one mile off I-5 in Stockton.

VILLAGE WEST MARINA

6649 Embarcadero Drive, Stockton, CA 95209

(209) 951-1551

Managed by Pegasus Group

The electronic instruments you need. At the prices you've been looking for.

LORANS

	VHF Radios	Autopilots	Compasses
Apelco DXL6300	329.00	Apelco VXL 5110	\$171.00
Apelco DXL6500	540.00	Apelco VXL 7100	285.00
Apelco DXL6800	876.00	Apelco VXL 9100	339.00
Apelco Chart Cart	59.00	Furuno FM-2510	362.00
Data Dart 2550	665.00	Icom M56	365.00
Data Capree Scout	508.00	Icom M120	565.00
Furuno LC-90 MKII	859.00	Icom M500	1115.00
Interphase Locator	395.00	King 7001	309.00
King 8002	680.00	RayNav 33	240.00
Micrologic Explorer	598.00	RayNav 77	296.00
Micrologic ML8000S	895.00	Stex Compact 55	236.00
Micrologic Voyager	435.00	Standard Explorer II	218.00
Northstar 800	1365.00	Standard Galaxy	269.00
Northstar 800X	159.00	Standard Titan+	329.00
RayNav 520	341.00	Vigil RT-80 Redline	476.00
RayNav 570	686.00	Vigil RT-80 Redline	476.00
RayNav 750 MKII	1619.00	VHF Handhelds	
RayNav 780	1340.00	Apelco VXL-357	\$155.00
Ross Nav 200	585.00	Furuno FM-55	280.00
Vigil C100 Redline	986.00	Icom M2	319.00
RDF, ADF, FAX & ALERT		Icom M5	369.00
Locator LK-7	\$339.00	Icom M8	290.00
Watchman, Alert.	268.00	Icom M11	395.00
Alden FaxMate	774.00	Standard H/P 6	374.00
Furuno FAX 208A	1695.00		

INSTRUMENTS

	Barient Winches	Alum.	Chrome
Autohelm ST-50 Seatack	Call	IMI Combi 1002 w/spk	119.00
Datamarine S100KL	\$339.00	IMI Combi 1003 w/spk	189.00
Datamarine S200DL	339.00	IMI Combi 2003	199.00
Datamarine LX360	790.00	IMI Combi 2003/3530E	283.00
Datamarine Cns	1527.00	Jensen MJS-6400	186.00
Datamarine Link	Call	IMI Combi 3520E	\$89.00pr
Navico DL200	385.00	IMI Combi 3648	89.00pr
Navico DS200	385.00	IMI Combi 3650E	39.00ea
Navico WD200	689.00	Jensen 1500	39.00ea
Navico S200C Crs Pkg	1376.00	Jensen 1510	40.00ea
Standard DS-10	228.00	Sitek MSP-88	82.00pr
Standard SL-10	228.00		
Standard WS/WP	636.00		
Standard SP1 Sail Pkg	985.00		
Signet SL60	704.00		
Signet SL80	487.00		
Signet SL100	918.00		
Signet SL110	1287.00		
Adpt Brk's	34.00		

ALSO AVAILABLE: RECOVERY ENGINEERING WATERMAKERS, PROFURL, PREVAILER BATTERIES ... AND MORE!

Prices subject to change without notice due to fluctuations in exchange rate.

FOR ARCO SOLAR PANELS, EPIRB'S OR ANYTHING YOU DON'T SEE, CALL US.

(800) 922-4872

Canada : (800) 328-4425
Connecticut: 1-203-637-3144

MasterCard

continental marine
P.O. Box 330, Little Cove Lane Old Greenwich, CT 06870

Lee.
The fine line
between
price and
performance.

LEE SAILS
"Sailmaker to the world"

CONTACT US FOR AN ESTIMATE OR A BROCHURE.

SOUTHERN CALIFORNIA

4222½ Glencoe, Marina del Rey CA 90292
(213) 306-3155

NORTHERN CALIFORNIA

647 Pacific Avenue, Alameda CA 94501
(415) 523-9011

We believe the only way you get to be the oldest boat yard on the West Coast is to be the best. Year after year after year.

If your boat has a real problem no one else has been able to fix, come see us.

If you've got a **big** boat, come see us, and our 500 ton marine railway.

If you've got a classic, come see us. We've got all the fine old tools and the people who still really know how to use them — and we've got all the newest stuff, too, and we know how and when to use it and when **not** to use it.

And especially come see us if you've just got a boat you love dearly, any kind of boat, and want to take her where she'll get the treatment she deserves.

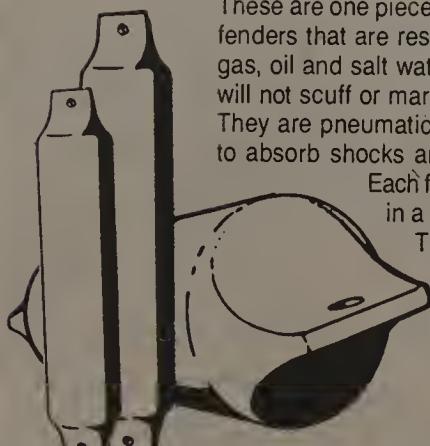


2517 Blanding Ave.
Alameda, CA 94501
(415) 523-3030

**Life-Time
Guarantee**

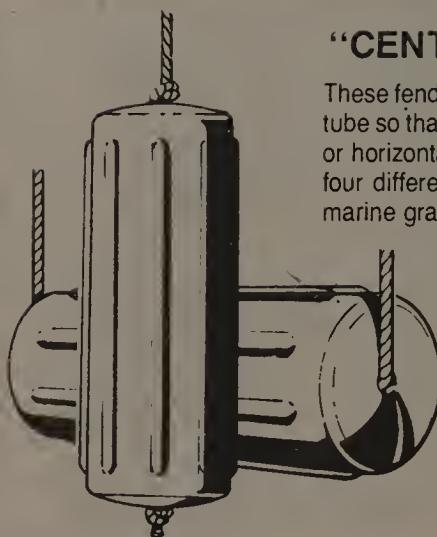
**Tough, Dependable Mooring
Accessories for The Right Price.**

ASTRO FENDERS



These are one piece constructed vinyl fenders that are resistant to sunlight, gas, oil and salt water. Astro Fenders will not scuff or mar the boat's finish. They are pneumatic and are reslient to absorb shocks and sharp bumps.

Each fender is packaged in a clear plastic bag. They are available in seven different sizes.



"CENTER LINE" FENDER

These fenders have a built in center line rope tube so that the fenders can be tied vertically or horizontally. Center Line fenders come in four different sizes, and are made of tough marine grade vinyl. The fenders are inflated to just the right pressure for maximum cushioning under varying weather and climate conditions. They are available in four different sizes.

DOCK WHEELS

They come in 10- and 14-inch diameters and are made of heavy walled vinyl. Included are welded steel support brackets available with a painted or a galvanized finish.

ANC

ASTRO NAUTICS CO.

**1075 Memorex Dr.
Santa Clara, Calif. 95050
(408) 727-9593**

GLOSS FOR SALE



STERLING
POLYURETHANE COATINGS

An investment in excellence.

A promise of quality.

Unmistakable STERLING gloss.

Demand STERLING—Call us collect today

DETCO

Box 1246 • Newport Beach
CA 92663 • (714) 631-8480

DONATE YOUR BOAT TO THE SEA SCOUTS

Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating in the youth who participate in sea scouting. Sea Scouts are looking for any craft, power or sail, in serviceable condition.

CALL US TODAY.

**STANFORD AREA COUNCIL
BOY SCOUTS OF AMERICA**

Ask for Bob Dillard

(415) 327-5900



LETTERS

you know what cold water is. Ice Cream headaches! Only up here you watch for killer whales instead of great whites.

Naturally there is plenty of surf along the coast although it is often bumpy. There's never a lack of swell. This is probably one of the few places where you can write about there being surf and not worry about overpromoting it. You oughta see the looks we get walking down the beach with our boards!

Living aboard in Anacortes is great! There's no BCDC, we have clean water, good crabbing off the docks and more friendly folks running the place than Oyster Point, where I first entered this 'alternative lifestyle'. Say, if you don't have an expedition weight Roving Reporter turtle-neck, a t-shirt would be nice. The sun really does come out here sometimes. Believe it, and it will come true.

Chuck Quint
Dolphin Marine, Anacortes, WA

Chuck — We started out surfing in front of the dearly departed Wander Inn at Pacifica back when only sissies wore wet-suits in the dead of winter. Nowadays we get hypothermia reading about 40 and 50° water.

For those surfer/sailors lucky enough to be doing a charter out of Port Lonvillers Marina on San Martin, bring your sticks. A quarter mile to the east is a whole series of nice righthanders accessible only by dink. The day we were out featured plenty of nice four and five foot walls. The 'crowd' consisted of an Aussie who said it gets better in the summer when the trades don't blow onshore and a Mr. Frenchie-No-Pants. 'Surf Nudel' everyone says. Take it from folks who know, surfing with a naked 21-year girl can be a real pleasant experience, while surfing with a naked Mr. Frenchie is, well, repulsive.

The crystal clear water in St. Martin was about 81°, the air about 85°. Both get higher in the summer. You've got to watch for coral heads; at a couple of spots they lie right beneath the surface in the middle of the break.

Anyway, Chuck: if you'd stop screwing around reading magazines and do some more caprails, you could fly your buns down to the Caribbean for hot water sailing and surfing. Cowabunga!

↑↑BEAR CLASS RESCUE AND PRESERVATION TEAM

Thanks for your coverage and support of the Bear fleet these past 13 years. It can't be that long since I wrote that article on the Bears! But I guess it is, and since then the fleet has come up with a problem that comes with getting old — and the Bear class will be 60 years old next year! We, the Bear Class, are trying to stop the murderers!

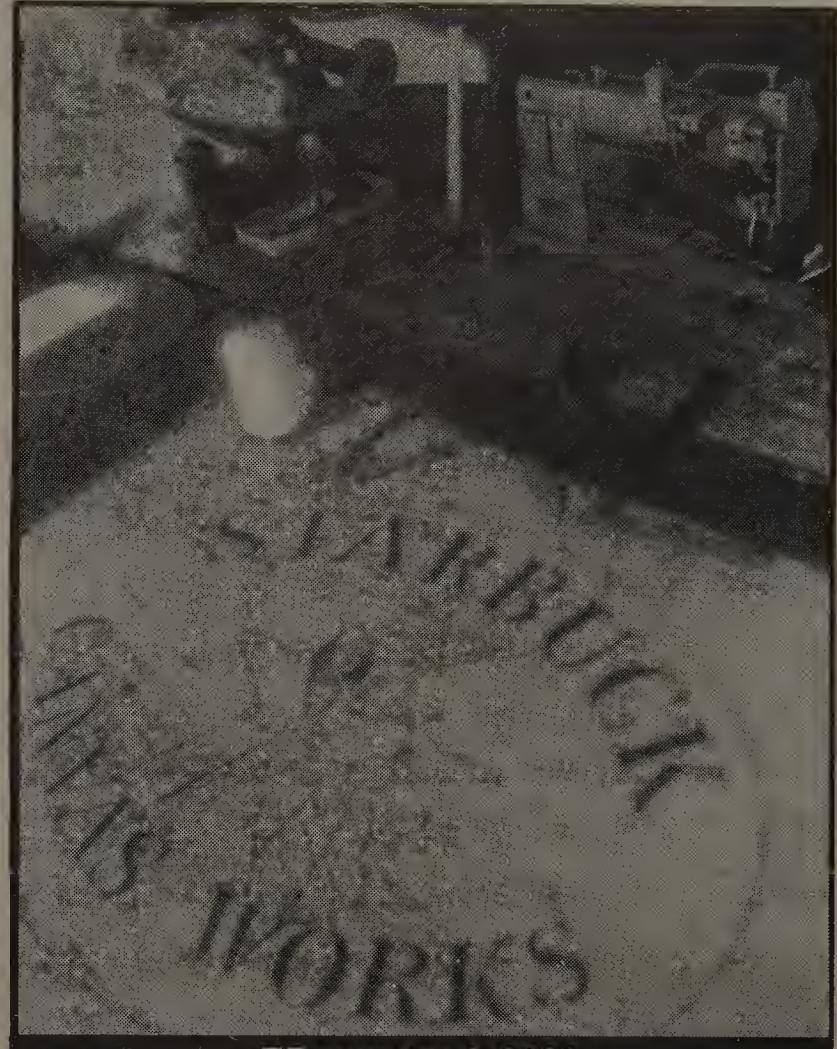
Many Bears of the San Francisco Bay fleet are being caught, caged, vilified and abused to the point of death. Whether it is ignorance or mendacity on the part of the brutalizing owners makes little difference, the fact is we are losing beautiful Bears for no reason other than atrocious neglect. If you or anyone reading sees a Bear boat in dire straits, contact the Bear Class Rescue and Preservation team. We want to save these tortured Bear boats!

And if your relationship with your Bear is deteriorating, we will help in finding a new caring owner. The bottom has dropped out of the small boat market, but there is no need to keep spending money while your boat deteriorates from neglect. Call us at (415) 331-0812 or 332-4857.

Thanks for your support — Bear boats forever!

Bill Jelliffe
Sausalito

Bill — One Bear looking better than ever is Sugarfoot. Owner Paul Zupa has put in a lot of time during the last 18 months to make her look as sharp as any Bear we've seen.



EDgewater 2-2509
300 INDUSTRIAL CENTER BUILDING, HARBOR DR., SAUSALITO, CA 94965

PETALUMA MARINA

- 193 Berths ranging in size from 22-40' plus end ties.
- Competitive Berthing Rates
- Free Public Launch Ramp
- Great Access from San Pablo Bay, Located on Scenic Petaluma River
- 1-1/2 Miles Downriver from Petaluma River Turning Basin in Historic Downtown

CITY OF PETALUMA
Baywood Dr. at Lakeville (Hwy 116 Offramp / Hwy 101)
Petaluma, CA 94954
(707) 778-4489

Positive Protection Against Fouling . . .

“THE PROTECTOR”—B-90/B-91

BOTTOM PAINT

“The Protector” is a hard, non-vinyl copper bottom paint that gives time-tested protection against fouling. Durable and dependable, “The Protector” is readily compatible with vinyl and other non-vinyl bottom paints. When used over Z-Spar® P-646 Epoxy Primer or Poxitar®, it helps create a water impermeable barrier against Boat Pox. “The Protector” is easy to apply. Available in red and blue. “The Protector” contains the highest percentage of copper in any Z-Spar bottom paint. B-90 is the premium quality bottom paint Northern California boaters demand.

Z★SPAR®

The Boat Coat People

Available at Chandlaries Everywhere. For More Information, Call Western Marine Marketing (415) 459-4222.



G. GIANOLA & SONS
Award Winning Canvas Products
Custom Interiors & Cockpit Cushions
Family Owned and Operated Since 1969

400 Harbor Drive, Sausalito
For Free Estimates Call
(415) 332-3339

REPAIRS
REPAIRS
REPAIRS
HAYNES SAILS
A full service sail loft



70-U Woodland Avenue
San Rafael CA 94901
(415)459-2666

VOLVO PENTA

- FACTORY TRAINED SPECIALIST DOES ALL SERVICE WORK
- ONE OF THE LARGEST VOLVO PENTA PARTS INVENTORIES
- TECHNICAL HELP
- SMALL ORDERS AND DEALER ORDERS WELCOME
- WE SHIP VP PARTS & ENGINES WORLDWIDE

CALL TOLL FREE
NATIONWIDE

1-800-326-5135

HELMUT'S

MARINE SERVICE INC.
45 THIRD STREET
SAN RAFAEL, CA 94901
(415) 453-1001
FAX (415) 453-8460

**INSURANCE RATES
TOO HIGH FOR BOATS!**

BOATOWNERS: Now you too can save
on the cost of insurance on your boat policy
and expand the navigational limits.

DISCOUNTS AVAILABLE **36' Sailboat**

Protective devices Value \$65,000
Boating Education Liability \$300,000
Diesel Engine Medical \$5,000
Annual Premium \$312.00

Ask For
DON GOGNA

(415) 866-7002

LOOSE LIPS

The number's up.

The Coast Guard has established a toll-free number for anyone wishing to report illegal discharges or spills of oil or other hazardous materials. If you witness such activity, you can report it 24 hours a day to 1-800-424-8802.

The naked truth.

Normally, we don't publish poetry (how many times have we said that?) but — okay, okay — we'll make just one more exception. The following literary gem showed up, quite unsolicited, from one Asta Bowen, who hails from the unlikely port of Somers, Montana. As for her credentials, Asta writes, "I can tell a chart from a map, and a running light from a spinnaker run; I can coil a line without my elbows; I know the enclosed to be true because I was there, and that's all I'm going to say."

When They Never Wave Back

Water makes us friendly. Look how we behave:
On land we hardly see each other, but on water we all wave.
You wave at then, they wave at you, it's the first law of the sea;
When sailor's eye meets sailor's eye, arms go up instantly.

Wave at a ChrisCraft, wave at a wave;
Wave at a schooner, or a galley slave;
Hailing west, hailing east, becalmed or in a gale,
You always get an answer, more regular than mail.

You wave at boats, you wave at skiers, fishermen and deer;
They wave right back at rocks and stumps, confused by haze or
beer;
You wave on deck, they wave below, and sometimes fast asleep;
You wave from rocks, they wave from docks, and even from the
deep.

Is it simple recognition or a message that we send,
Saying all is well right now, but we might later need a friend?
Motive aside, this rule of the water admits one, and only one,
crack:
When you are naked, they never wave back.

On a leeward rail that few can see,
Stretch out in the nude and suddenly;
Naked as an eagle, naked as a lollipop, if someone happens to look
up,
Wave — and watch that airborne, armbarne, seagoing mail come
to a most unseemly stop.

Bare in the breeze, they won't wave at your skin,
Even with binoculars, they won't wave at your grin.
Wave at the wives, and watch faces freeze;
Wave at the husbands, arms limp in their sleeves.

Is it just shock? Or do you suppose
They wear themselves differently under their clothes?
Whatever the reason, it becomes quite clear
You were not the natural wonder they sought out here.

At sea a sailor still can find camaraderie unknown on land,
And the symbol of this friendliness remains the upraised hand.
But you will do well to remember of the seafarer's tribute:
It's not your captain, ship, or smile, but your pants they salute.
— asta bowen

BC NAVIGATION CENTER

TRADITIONAL NAVIGATION EXPERTS

BINOCULARS

- Steiner
- Fujinon
- Swift
- All Models In Stock
- Including New F Series
- Trade-In Binoculars

SEXTANTS

- Tamaya
- Weems/Plath
- Davis
- Freiberger
- Used Sextants

SHIPS CLOCKS

BAROMETERS

BOOKS

ALMANACS

TIDE LOGS

CHARTS

COAST PILOTS

LIGHT LISTS

COMPASSES

CALCULATORS

COMPUTERS



ASTRA IIIB
METAL SEXTANT
\$425

TIMEX VICTORY RACING WATCH **\$75**

TIDE WATCH **\$69**

CELESTIAL & COASTAL
NAVIGATION COURSES **\$99**

475 Gate 5 Road • Sausalito, CA 94965

(415) 331-6513

BALMAR® POWER SYSTEMS

THE WORLD'S BEST
BATTERY & DC SYSTEM



DCM 2000 is the most advanced
battery and DC system monitor on
the market today.

Displays:

- Battery AMP hrs available
- Time until batteries are empty or full
- Increase or decrease of amperage or volts
- Temperature of 2 batteries or 2 aux. charging sources
- Percentage of battery cap. (amp hrs) remaining
- Alarm for low battery cap.
- Actual output amps of alternator or other charter device

Balmar A-Alternator, B-Boost, C-Control Just push the button and the alternator output increases for faster battery charge. Automatic timer prevents battery overcharge. Exclusive automatic engine saver feature allows the engine to warm up before engaging the alternator. Uses less energy to start engine. A must for low horse power, high RPM engines. List: \$129.95

BALMAR®
PRODUCTS INC.

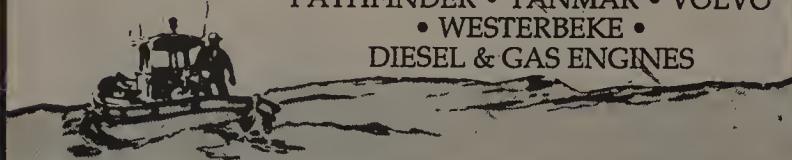
1537 NW Ballard Way,
Seattle, WA 98107

PH 206-789-4970 FAX 206-784-0878

GOLDEN STATE DIESEL MARINE

PARTS AND SERVICE

PATHFINDER • YANMAR • VOLVO
• WESTERBEKE •
DIESEL & GAS ENGINES



351 EMBARCADERO
OAKLAND, CA 94606

(415) 465-1093



NEILPRYDE SAILS

CUSTOM

CRUISING & RACING SAILS

3020 Bridgeway, Sausalito, CA 94965
PHONE: (415) 332-6167 FAX: (415) 332-6169

SAN FRANCISCO BOAT WORKS

- Woodworking
- Fiberglass Repair
- Metal Fabrication
- Rigging
- Spray Painting
- Propulsion Systems
- Outdrive Service
- Engine Tune-Ups
and Oil Change

835 CHINA BASIN ST.
FOOT OF MARIPOSA
SAN FRANCISCO
(415) 626-3275

Yacht Insurance

DON'T LOOK ANY FURTHER!



Phone

"Dick" Dickerson
(415) 341-2674

1650 BOREL PLACE, SUITE 203
SAN MATEO, CA 94402

- LOWEST RATES
- FASTEST SERVICE
- BROADEST POLICIES

Emergency Towing Service

*A Professional Insurance Service
In The Bay Area
Since 1952*

SPEED SAILING



1813 CLEMENT AVE • ALAMEDA, CA 94501
(415) 521-0444

PBC MK III NAVIGATION PLOTTER and VIDEO



"Makes cockpit navigation a reality."
PETER ISLER, Navigator, *Stars & Stripes*

- Eliminates variation, parallel rules, protractors, triangles
- Plot courses and bearings on an erasable surface
- Used by the UNITED STATES SPECIAL FORCES

PBC MK III Navigation Plotter
with video, \$99.95 plus \$4.50
shipping & handling
Calif. residents add 7.25% sales tax.

 KANE MARINE

P.O. Box 5421 ■ San Mateo, CA 94402 ■ 415/349-1341



Rogers Electronic Services

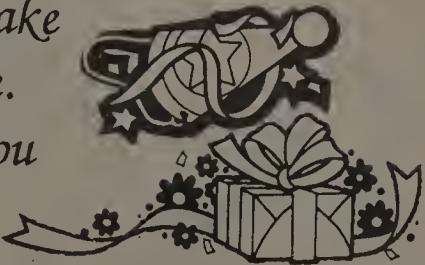
To Our Friends and Patrons,

★ On Our 1st Anniversary...



How fast the time goes!

Thank-you for helping us to make
our 1st Year a successful one.
We hope to be able to serve you
again in the future.



Marine Electronics and Electrical

SALES • SERVICE • INSTALLATION

(415)924-5366



Dutch's
MARINE

ALL KINDS OF BOAT STUFF!!

- INTERPHASE Fishfinders from \$185
- INTERPHASE Fishing Lorans \$279
- INTERPHASE Completely Portable Loran
1 ONLY - \$339.49
- INTERPHASE DC1000/DC2000
Combination Fishfinder & Loran
\$829.95

USED GEAR ON CONSIGNMENT

- CNG TANKS \$100 each
- Henderson MK Bilge Pump

**6100 Redwood Blvd., Novato, CA
(415) 898-0727**



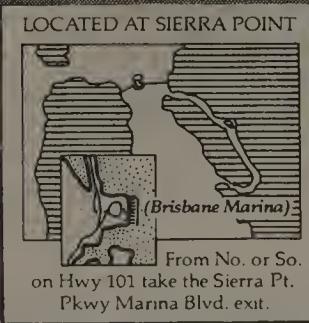
**BRISBANE MARINA
WITH EASY ACCESS TO
SAN FRANCISCO BAY**

- Deep well marked entrance
- Private restroom & showers
- All concrete construction
- 24 hour security



**PROTECTED WATERS
COME IN AND INSPECT OUR
MODERN FACILITIES.**

SLIPS ARE AVAILABLE TO 66FT.
FOR MORE INFORMATION CALL
OUR HARBORMASTER'S OFFICE
AT (415) 583-6975





PICK UP SPEED

VC17m Antifouling isn't called SPEEDSKIN for nothing.

Any hull with a Need for Speed will benefit from this drag reduction coating.

VC17m has been developed over years of applied research as a friction reducing coating. From the Formula Power Boat circuit to the Whitbread Round the World Race, VC17m has become the paint of choice for Grand Prix boat racers the world over.

The friction reducing property of VC17m is a function of its fluorocarbon base (TEFLON® is a well known trademark and has the lowest coefficient of friction of any

substance available). This creates a super smooth surface.

Sand your boat for the last time. VC17m requires no sanding between coats or seasons.

Launching can be done immediately or after several months without affecting the antifouling properties.

VC17m combines this super smooth, super thin TEFLON® base with a copper biocide, making VC17m the fastest antifouling paint on the market.



For boat owners who want to Pick Up \$peed but do not need an antifouling paint. VC-Liquid Speed is an opaque, super thin low friction TEFLON® film developed with the same low friction technology as VC17m Antifouling.



The TEFLON® Antifouling People

EXTENSOR, 2270 MORRIS AVENUE, UNION, NJ 07083 TEL: (201) 686-1300

LOOSE LIPS

Pandemonium reigns.

In the article about the discovery of the 66-ft *Pandemonium* still afloat in mid-Pacific last month, we made a small but significant error. The proper position coordinates should have been 29° 24'N by 136° 36'W. Our typo of 22° North would indeed have put her "just off the Great Circle route" — about 420 miles. Geez, hope nobody's out there motoring around the Tropic of Cancer looking for the boat and cussing us blue.

Weekend Cruising Guide.

In our continuing effort to review new publications and tapes that cross our desks, we recently took a look at *Guide to Weekend Cruising*, a 60-minute tape by Santa Barbara's Sid Neal.

The VHS tape chronicles the preparations and actual voyage of Neal's Tayana 37 *Liberty* from Santa Barbara to Santa Cruz Island. Included are sections on boat prep, safety equipment, anchoring and so on.

As a refresher, or a preview tape for new crew or guests, Neal's tape is terrific. Logically arranged and basic enough to be understood by even a non-boater, it would go far to take the mystery out of goings on aboard for a new crew or guest. On the downside, if any of this stuff is new to the skipper, he shouldn't be going *anywhere*. The one exception to this is Neal's anchoring demonstrations, which do a good job of choreographing such maneuvers as bow-and-stern anchoring.

Guide to Weekend Cruising is available for \$19.97 at some marine outlets, or by sending check or money order (include \$3.25 for shipping and handling) to Liberty Productions, P.O. Box 4873, Santa Barbara, CA 93140.

- RACING
- CRUISING
- PERSONAL SERVICE



SHORE SAILS

1 Harbor Way South • Richmond, CA 94804
(415) 234-9047



BAY YACHT SERVICE

Electronics

Sales & Service

Alameda • (415) 521-9968

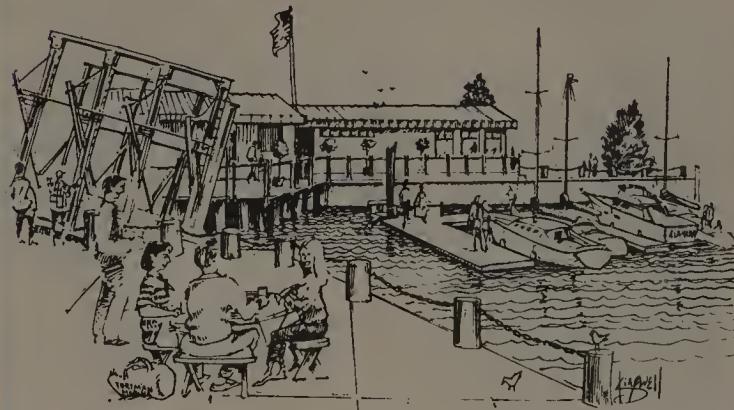
Since 1979

Specializing in
Custom Cruising
Systems

Mechanical

Gas & Diesel Certified

ALAMEDA'S FIRST AND FINEST YACHT HARBOR



OVER 500 BERTHS
UP TO 60 FEET

- OPEN & COVERED BERTHS •
- COMPETITIVE RATES •
- GENERAL STORE •
- YACHT BROKERAGE •
- HAUL-OUT FACILITIES •

HOME OF ALAMEDA YACHT CLUB

CALL US AND COMPARE OUR RATES

(415) 522-9080

1535 BUENA VISTA AVENUE
ALAMEDA, CALIFORNIA 94501



Leading edge sails

FINEST IN CUSTOM RACING
AND CRUISING SAILS

1125 north amphlett
san mateo ca 94401

(Across 101 from Coyote Point)

—415 347 0795—



*Come
See Our
Enlarged
Boat
Building
& Design
Section*

The most comprehensive selection of
maritime books and gifts in San Francisco.

Located with the Collection
of Historic Ships at Hyde Street Pier Across from the Cannery

(415) 775-BOOK

10 a.m. - 5 p.m. daily



METAL MAGIC

Custom Marine Fabrication • Stainless • Aluminum

*"Marine metal work —
it's not part of our business—
it's our only business."*

HANDCRAFTED RADAR ARCH



CUSTOM GOOSE NECK



HANDCRAFTED ALUMINUM TILLER



CUSTOM TWIN BOW ROLLER

- Custom Fabrication in Stainless and Aluminum
- Dock space at our doorstep
- We sell raw materials
- Automated plasma cutting
- Metal shearing
- Radar Mounts
- Davits
- Bow Rollers
- Exhaust Systems
- Polishing
- Electro-polishing
- Heli-arc welding
- Machining
- Pipe bending

333 Kennedy Street
Oakland, CA 94606
(415) 436-5134

DONATE YOUR BOAT TO SEA SCOUTS

POWER OR SAIL

- YOUR DONATION IS TAX-DEDUCTIBLE. LET US SHOW YOU THE ATTRACTIVE VALUE AND SPEEDY TRANSFER THAT WE CAN ARRANGE.
- ELIMINATE BROKER FEES, ADVERTISING AND BERTHING.
- HELP INSTILL THE LOVE OF THE SEA AND BOATING INTO THE YOUTH WHO PARTICIPATE IN SEA SCOUTING. SEA SCOUTS ARE LOOKING FOR ANY CRAFT, POWER OR SAIL, IN SERVICEABLE CONDITION.
- 1990 TAX CREDIT



CALL US TODAY!!

OLD BALDY COUNCIL
BOY SCOUTS OF AMERICA

(Ask for Lary Abbott)

1 (800) 333-6599

Spring Season

Specials

Prices Good Through
May 20, 1990

SALE!
SAVE 10 -15%

Off Our Regular Discount Prices on
Sta-Set Dacron Braid

For sheets, guys, and all running rigging.
Choose white, color-coded, or solid color

New England Ropes
Best Quality
Best Performance
Best Specs
The Best You Can Buy

NEW ENGLAND ROPES

West Marine

NEW

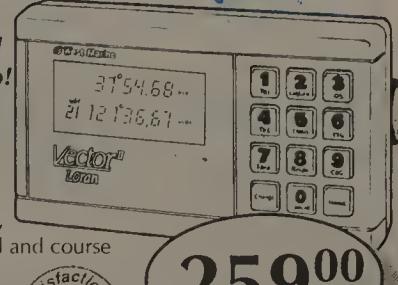
Easy to use and
splashproof too!

Vector II

LORAN

- 99 waypoints
- Shows distance, direction, speed and course
- 2 year warranty

Model 407569

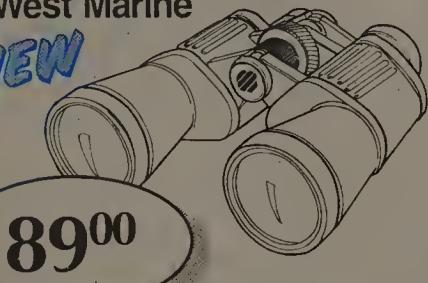


259⁰⁰



West Marine

NEW



89⁰⁰

Great performance at a value price!

QUICK-FOCUS

750 BINOCULARS

- Fully coated optics
- Convenient center focus
- Rubber armored light alloy housing
- 2 year warranty

Model 388710

Special Events in April

SANTA CRUZ

GRAND

RE-OPENING SALE!

April 5th thru 8th

Same address, new store - to
provide you with more products
and displays.

Monterey Bay



Easter Seals

West Marine Products

Salmon Derby

April 27, 28, 29

Tickets available at

Northern California

West Marine Products

locations

Sponsored by West Marine Products

and Easter Seals

U.S.Y.R.U

Safety at Sea Seminar

Lectures and demonstrations on
small boat safety at sea.

April 21st & 22nd

Orange Coast College in Newport Beach
Pre-sale tickets \$37.00

For more info, call (714) 432-5880
Sponsored by West Marine Products

**West Marine
Pacific Cup Seminar**

April 5th

Berkeley Yacht Club
7:30 -9:30 PM

Topics will include navigation, tactics,
and electronics.

Free to all interested sailors.

LEWMAR

WINCHES

40% OFF LIST!

Reg. 28% Off

Not all models stocked in all stores

**SCHAEFER
MARINE**

BOOM VANGS

	Model	SWL	Reg.	Sale
35-03	166678	1,750lbs.	\$189.05	154⁹⁵
35-13	166686	2,250lbs.	\$245.00	199⁹⁵

Environmentally safe!

NEW

PUSH-BUTTON HORN

Uses Dymel 22 propellant - not freon!
Model 409714

14⁹⁵

REFILL - Model 409722 **8⁹⁵**

West Marine

SENSIBLE SAFETY HARNESS

- Fully adjustable
- Includes tether

Model 137224
Reg. \$44.95

39⁹⁵

Best quality - cleanest burning!

**STOVE
ALCOHOL**

Gallon
Model 132217

6⁹⁵

**Starbrite
MARINE
POLISH**

16 oz. bottle.
Model 131896
Reg. \$7.35

6⁷⁵

**SESAMEE
LOCK**

Model 106716

13⁹⁵

D Davis

FSR

Fiberglass Stain Remover
16 oz.
Model 10875

6⁹⁵

BoatLIFE

**LIFE-CALK
SEALANT**

White, black,
mahogany or teak.
Reg. **4⁷⁹**
4.5 OZ. TUBE
10OZ. CART. **8⁷⁹**

West Marine Products

Quality Boating Gear and Apparel

Sausalito

295 Harbor Dr.

(415) 332-0202

S. San Francisco

608 Dubuque

(415) 873-4044

Oakland

2200 Livingston

(415) 532-5230

Stockton

1810 Field Ave.

(209) 464-2922

Palo Alto

850 San Antonio Rd.

(415) 494-6660

Santa Cruz

2450 17th Ave.

(408) 476-1800

15 STORES TO SERVE YOU! OPEN 7 DAYS A WEEK.

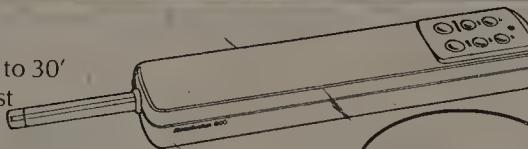
TOLL FREE PHONE ORDERING- California-800-283-6070...Outside California -800-538-0775 - Visa & Mastercard honored

West Marine Products Puts You on Course with **Autohelm™**

Autohelm 800

- For tiller steered boats to 30'
- 85 lbs. maximum thrust
- Off-course alarm
- Draws just .3 amps (average)

Model 293001



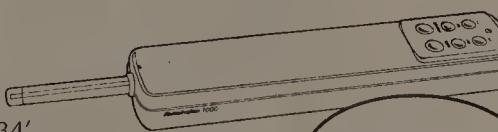
375⁰⁰

679⁰⁰

Autohelm 1000

- For tiller steered boats to 34'
- Hefty 125 lb. maximum thrust
- Off course alarm • Draws just .3 amps (average)

Model 293019

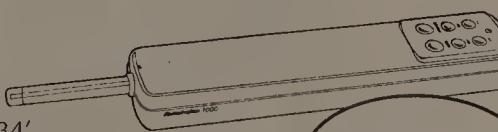


475⁰⁰

Autohelm 2000

- For tiller steered boats to 45'
- 185 lb. maximum thrust
- Draws .4 amps (average)

Model 232991



475⁰⁰

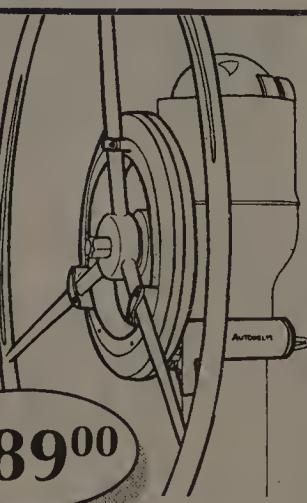
Autohelm 4000

Integrated wheel-drive eliminates mis-aligned belts, cockpit obstruction, and tension adjustments!

- For wheel steered boats from 33' to 41' with maximum 18,000 lbs. displacement
- Easily owner installed
- 75 lb. output torque at wheel
- Draws .75 amps (average)

Model 316919

789⁰⁰



All Autohelm Autopilots Offer:

- Easy, push-button control
- Auto sea-state
- Auto trim
- Auto tack
- Visual and audio status indicators
- Off-course alarms

All operate on 12 volt DC and carry a 2 year warranty

The following accessories may also be purchased at West

Marine Products:

Windvane Model 233015 **199⁰⁰**

Loran Interface Model 336149 **419⁰⁰**

Remote Control Model 302935 **99⁰⁰**

ST-50 SERIES INSTRUMENTS

Featuring the Sea Talk™ integration system!

Autohelm's new Sea Talk system allows ST-50 instruments to share information, yet each operates as a full-function, stand-alone unit. Since no central processor is required, each instrument can function even if one fails. A unique single wire system provides both power and communication links so wiring is simple.



659⁰⁰



519⁰⁰



379⁰⁰



369⁰⁰

WIND MODULE

- Analog display of 360° wind scale
- Apparent wind speed (0-60 knots) displayed by inset digital readout

Model 407536

TRIDATA

Provides depth, speed, and distance information in one instrument. With thru-hull transducer.

Model 407577

DEPTH MODULE

- Shows depth from 2 1/2 to 600 ft. (feet or meter display)
- Anchor watch alarm

Model 407601

KNOTLOG MODULE

Displays speed, distance, temperature, and timing information.

Model 407593



West Marine Products

Quality Boating Gear and Apparel

Sausalito

295 Harbor Dr.
(near Gate 5 Rd.)

(415) 332-0202

S. San Francisco

608 Dubuque
(Oyster Pt. Blvd.)

(415) 873-4044

Oakland

2200 Livingston
(23rd. Ave. offramp)

(415) 532-5230

Stockton

1810 Field Ave.
(just off Hwy. 5)

(209) 464-2922

Palo Alto

850 San Antonio Rd.
(just off Hwy. 101)

(415) 494-6660

Santa Cruz

2450 17th Ave.
(at frontage road)

(408) 476-1800

15 STORES TO SERVE YOU! OPEN 7 DAYS A WEEK.
TOLL FREE PHONE ORDERING- California-800-283-6070...Outside California -800-538-0775 Visa & Mastercard honored

West Marine Products is Your **Z-SPAR®** Headquarters



FLAGSHIP VARNISH

"The Leader of the Fleet"

Flagship varnish leads the way in brightwork protection with these outstanding features:

- ~ Maximum UV Protection
- ~ Superior Gloss Retention
- ~ Excellent Leveling, Brushing & Sanding Characteristics

Can be built up to many coats for a deep, rich, mirror-like finish. Depth of gloss is increased with each succeeding coat.



Z-Spar's best performing anti-fouling is back again!

THE PROTECTOR

This premium quality hard coating contains approximately 14 lbs. of cuprous oxide per gallon. It has good film strength and provides a fast bottom on fiberglass, wood or properly primed steel hulls. The Protector can be applied directly over old bottom paints. It brushes easily with virtually no brush drag, and does not sag when applied in a heavy coat.

**25%
Off List!**

Reg. Discount 10-15%



TOPSIDE ENAMEL

Famous from coast to coast for its excellent initial gloss, high gloss retention, and its overall long life and flexibility. Brushes beautifully without brush marks. Self-leveling qualities give glass-like finish.



West Marine Products

Quality Boating Gear and Apparel

Sausalito

295 Harbor Dr.
(near Gate 5 Rd.)

(415) 332-0202

S. San Francisco

608 Dubuque
(Oyster Pt. Blvd.)

(415) 873-4044

Oakland

2200 Livingston
(23rd. Ave. offramp)

(415) 532-5230

Stockton

1810 Field Ave.
(just off Hwy. 5)

(209) 464-2922

Palo Alto

850 San Antonio Rd.
(just off Hwy. 101)

(415) 494-6660

Santa Cruz

2450 17th Ave.
(at frontage road)

(408) 476-1800

15 STORES TO SERVE YOU! OPEN 7 DAYS A WEEK.

TOLL FREE PHONE ORDERING- California-800-283-6070...Outside California -800-538-0775 Visa & Mastercard honored

SIGHTINGS

beken of cowes — a visit with the master

The number of people who make their living as marine photographers is small. Those who attain the stature of professional is even smaller. And those whose names have become the pinnacles against which all others are judged are only two: Rosenfeld and Beken of Cowes.

The New England-based father/son team of Morris and Stanley Rosenfeld are probably best known to American sailors. But anyone who's ever admired



This photo of the maxi 'Phillips Innovator' warming up for the '85-'86 Whitbread is one of Keith Beken's favorites.

the majesty of the J-boats, the feints and thrusts of two 12-Meters vying for position in an America's Cup match race, or the power of a Whitbread maxi surfing at 18 knots is also familiar with the work of Frank, Keith and Ken Beken. Between them, the Rosenfeld and Beken families have literally photographed every yacht of any significance ever built. (And many ships; Frank Beken took the last ever shot of *Titanic* as she departed on her fateful maiden voyage.)

So it was with some trepidation that we sought out Keith Beken on his recent visit to the Bay Area. No, sorry to say he wasn't here to show us young upstarts how it's done. As a matter of fact, he was here on a little R&R, visiting his son and daughter-in-law, Anthony and Rebecca Beken, who live in Los Gatos. But once tipped, we couldn't let the master get away without a few words.

Now, the way these things usually work is, you call a PR contact, they set up a time for an interview, check with the interviewee, call you back, etc., etc. However, when we called Rebecca, she said, "You want to talk to Dad? Sure, here he is..."

"Uh... but, er... we're not exactly... Oh, hello!"

We couldn't recall being so nervous since we stumbled on the way up to our Catholic confirmation and almost knocked the bishop on his...

Well, anyway, once we regained our composure enough to stammer out a few basic questions, Keith Beken turned out to be a gracious, friendly interviewee. And a gentleman's gentleman when we finally got to shake his hand after a talk he gave at the San Francisco YC. But we'll quit boring you with our cub reporter war stories and tell you a little about the fascinating history of the Beken institution.

Although his photos of boats were few, it's accurate to say that Alfred Beken, Keith's grandfather, began the Beken's marine photography business. He was a chemist (a "pharmacist" to us Yanks) who opened a little shop in Cowes, on the Isle of Wight. It was a pretty location, with an excellent view out the back of the Solent and the wonderful sailing craft that plied its waters in the late 19th century.

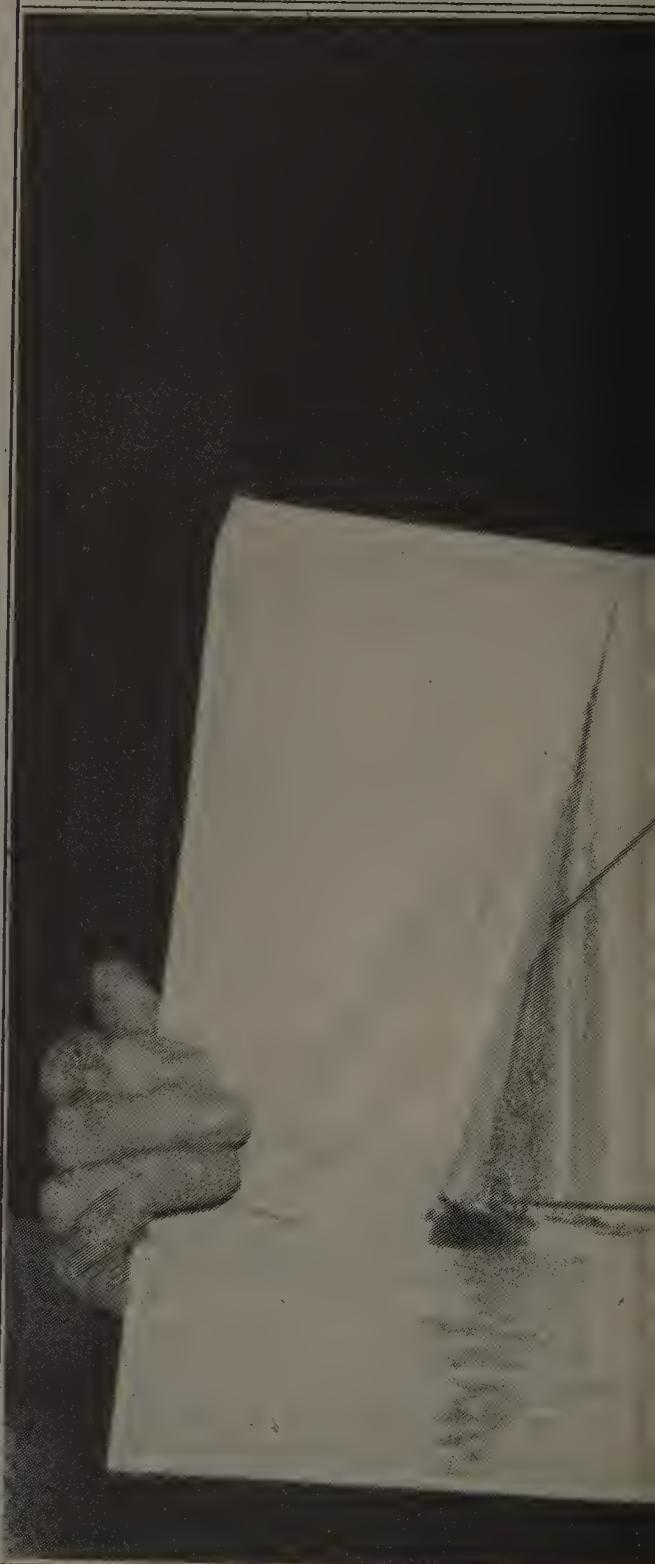
That's what caught young Frank's eye. As kids did then, he followed in his father's footsteps as a chemist, but he took the old man's sometime hobby of photography to its absolute limits on the Solent. No jumping horses or

cont'd next sightings page

zaca — the saga

A few months ago, we ran a *Sightings* feature on *Zaca*, the lovely 118-ft schooner built by Sausalito's Nunes shipyard (which also produced the Bear Boats) in 1928. Although she did everything from research, to war patrol duty outside the Golden Gate, to becoming the first west coast yacht to circumnavigate, *Zaca* was perhaps most famous for being the last home of the flamboyant actor Errol Flynn. After Flynn died in Spain in 1959, the boat was towed to a French shipyard — and there she's sat ever since.

The *Sightings* feature of last August detailed efforts by yacht broker/delivery



continues

skipper John Skoriak and a group of Sausalito faithful to get the boat back to her home waters for restoration. For a while, things looked promising, with the yard owner hinting he might let *Zaca* go for little more than fees owed, about \$19,000. Then the yard started having huge legal and financial problems which ended in the largest and most publicized court battle in French history. In one corner was nearly bankrupt yard owner Bernard Voisin. In the other was British entrepreneur — and potential buyer — Phillip Coussens. And right at the center of the whirlwind was *Zaca*, now little more

cont'd center of next sightings page

beken — cont'd

landscapes for this Beken. He couldn't get enough of the sailboats and their interaction with the infinitely variable Solent breeze. Experimenting with early cameras that proved too bulky and awkward on the water, he finally designed his own, becoming one of the great pioneers in marine photography — as well as a regular aboard the royal yachts and a friend to sailing princes and kings.

The most famous photo of Frank shows him in action. The big, wooden box camera is held aloft at arm's length, the unseen rowboat bobs insignificantly in the path of an onrushing *Valkyrie* or *Britannia* or *Shamrock* — and the firing bulb is in his mouth.

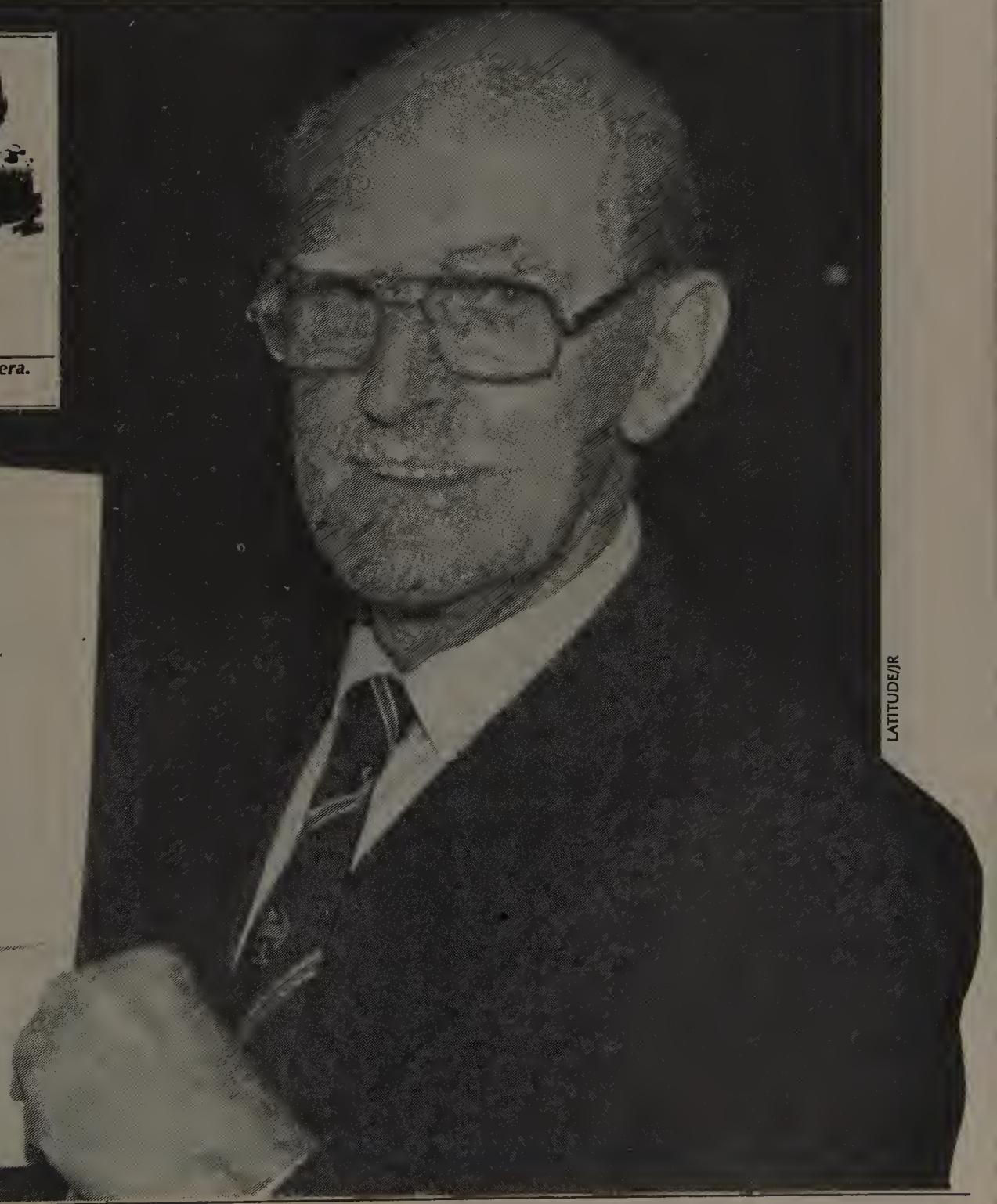
Keith chuckles. "It was the only way in those days," he says. "The film was so slow that the only way you could hold the camera still enough to freeze the action was by becoming a human gimbal for it. Believe it or not, it worked quite well until the newer, faster films came along."

Keith, understudy to his father, also used a box camera he had designed

cont'd next sightings page



Above, Frank Beken's original box camera.
Spread, Keith Beken.



LATITUDE/R

beken — cont'd

himself. But it's been retired more than 50 years now. And so has the rowboat. Nowadays, 76-year-old Keith and his number-two son Ken, 39, use modern equipment and zip around the fleets in 25-knot Boston Whalers. For the "techies" out there, Keith uses a Rolliflex 6006; Ken uses a Hasselblad. For film, the Bekens use Ektachrome 100 color transparency film exclusively. In what Keith calls "no strain on the brain photography," both he and Ken shoot everything at 1/500 of a second, the cameras' highest shutter speed. All that varies is the aperture. "I look up at the sky and decide that it is either an f11 day or f16. Then I just get on and take the photographs."

Like Frank, Keith also became a chemist, but by the late 1960s, he knew the photography business could survive on its own. He sold the Beken Chemist's shop (which still bears the family name) and in 1969 started Beken of Cowes, just across the street. Frank, who died the next year at age 91, saw his passion not only become a family business, but his then-teenage grandson Ken carry the family tradition into a third generation. (It will be awhile before Jason, Ken's 5-year-old son, makes it known if he wants to go for four in a row.)

Beken of Cowes currently has upwards of 150,000 photographs catalogued. The black and whites — most of them the 6 by 8-inch glass negatives of old — still slightly outnumber the color photos. In all, the family has published some 25 books (the latest of which, *The New Ocean Thoroughbreds*, sold out completely in Marin bookstores the week he was here). Annually, the company sells some 250,000 calendars (\$12.50 apiece), and an untold amount of photographs, which are available — and enlargable — to wall-covering size.

"There are many good marine photographers working today," says Beken. "What makes us special, I think, is our archives. The photographs my father and, to a small extent, my grandfather, took are simply unavailable anywhere else. We've got 100 years of photographs in our files. When you think about it, that's really the history of yachting, isn't it?"

out with the old, in with the new

We don't know who came up with the brilliant idea of putting the Fort Point Coast Guard station on the beach at Crissy Field, but we wouldn't be at all surprised to learn that the men stationed there went out one night and shot the guy. Have you ever seen how they have to board the boats there? By mooring lines, for chrissake. Chore enough in calm conditions, in emergencies — which almost always occur in rough weather — just trying to get aboard the boats in this open roadstead has more than once resulted in more injuries to Coast Guardsmen and Coast Guard equipment than occurred aboard the boats they were going out to save! Hey, why not just put a station out at Mile Rocks or the Potato Patch?

Fortunately, as of this month, that will all be past history. The brand new Station Golden Gate, located in Horseshoe Cove, will begin official operation on April 16. Like its predecessor, the attractive new station will be home base to 29 Coast Guardsmen, 3 three rescue boats and 1 dog (station mascot Luke, a black lab). Unlike its predecessor, the station personnel won't have to be excruciating performers to board them. Heck, with real docks and some of the most protected water around, they'll be downright spoiled!

Despite the docking arrangements (new men get seasick just doing regular boat maintenance) the old station building will be missed by many. One-hundred ten years of tradition and continuous operation — what stories those walls could tell, eh? In fact, the walls apparently do communicate to some of the station personnel. For years, there have been stories of a ghost who inhabits the third deck, clomping up the tower stairs on windy nights, and rocking back and forth in a creaky old rocking chair. "But whenever you looked, nobody was there," says BM2 Andrea Currie, who slept and worked on the third deck. "It got kind of weird." No indication from the ghost yet whether he's going to accompany the rest of the station personnel across the Bay to new quarters.

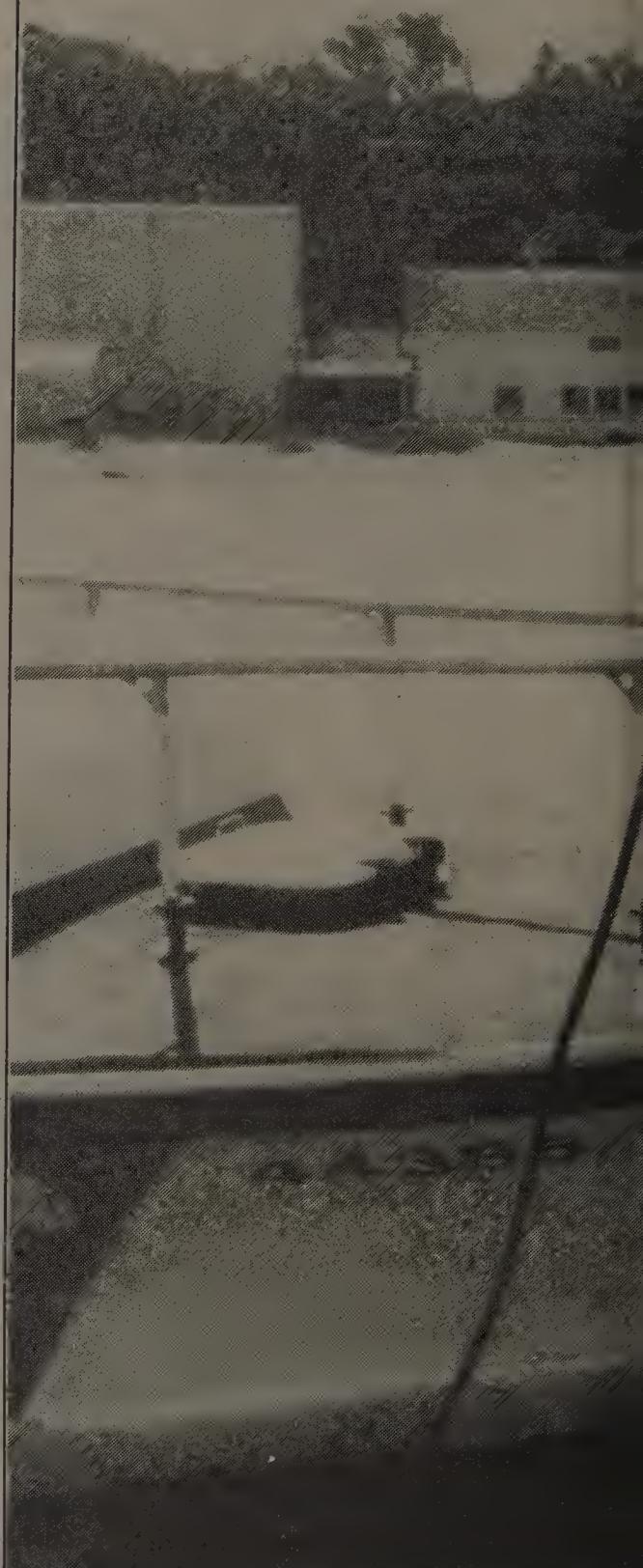
Meanwhile, on that other side, the Coasties have done a wonderful job of transforming the western end of sleepy little Horseshoe from an eyesore to a first class facility that will benefit both them and us weekend warriors. The

cont'd next sightings page

zaca —

than a mastless, rotting hulk. Coussens (described as "What Donald Trump would be like if he had any class") refused to consummate the deal for the yard unless Zaca came with it. Voisin steadfastly refused, claiming title to the boat until a former secretary said he'd forged the deed. It was real mini-series stuff.

Ultimately, Coussens triumphed, and soon after announced he was going to convert Zaca into a — gag — Errol Flynn



cont'd

pier side tourist attraction. For the friends of Zaca on this side of the pond, that, at least for the moment, seemed to be that.

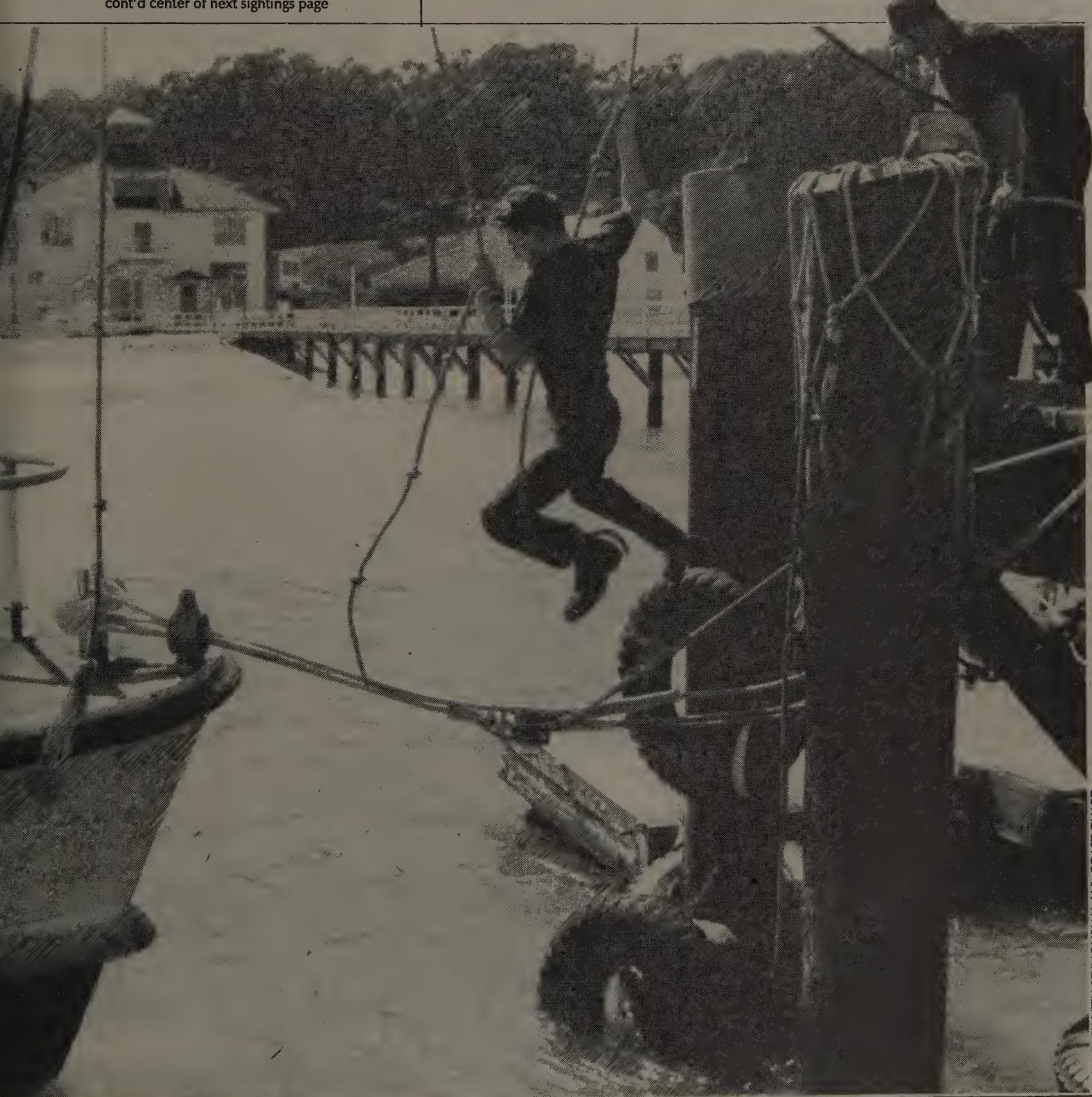
Last month, out of the blue, we got a call from the French Trade Commission. Seems that Zaca, the yacht that wouldn't die, is once again in the news. She's for sale — with a catch. The catch is that along with the yacht — asking price about \$750,000 — you also have to buy the restoration by

cont'd center of next sightings page

old, new — cont'd

buildings even "blend with the historical character" of the location.

Station Fort Point was officially decommissioned in a ceremony on March 23. (There will be no break in service in the intervening month. Coast Guard boats will likely operate out of both stations.) By law, the land and building reverts back to the Army, which intends to turn it over to the Golden Gate National Recreation Area. Built in 1889, the home of the Bay's only phantom Coastie is already an historical landmark. There's been some talk of turning it into a Coast Guard museum. But with the possible closing of the Presidio, all that — like the guys trying to board those wildly pitching boats — is still up in the air.



PA2 ELIZABETH SEYMOURIAN, U.S. COAST GUARD

petaluma marina — at long last

There was a lot more to celebrate on the Petaluma River on March 15 than just the opening of a new marina. That's because the seeds for The Petaluma Marina and Business Center were sown more than 20 years ago. The slow germination was due to the seedling having to inch its way year by year through a jungle of state, county and local government agencies. But once this "late bloomer" hit the sunlight about 18 months ago, the construction of the marina went swiftly. What started out as a dilapidated park and boat ramp just off Highway 101 (at the Hwy 116 turnoff) in October 1988 is now the Petaluma River's only full-service marina.

By water, the spiffy new facility is 14 miles upriver from San Pablo Bay. It boasts 190 slips ranging in size from 22 to 40 feet. Berthing prices start at \$5 a foot per month; guest berths run from \$7 (30 feet and under) to \$10 a foot per night. There are currently 56 tenants in the process of moving in, with additional signups in full swing now that the Marina is officially in business. Among current facilities are a two-lane boat ramp, a harbormaster's office,

cont'd next sightings page



Above, Borue O'Brien. Spread, a pretty marina in a pretty setting.



zaca —

Coussens' yard. That'll cost you about \$4 million. No delivery date is set or promised, but if you gotta know — yes, it does include a new set of sails.

Reading the prospectus is almost as much of a riot as the idea that someone would actually pay more to restore an old boat than it would cost to build two new sisterships. The humor in the prospectus (which in all fairness indicates a primo restoration) is in the mistranslations from the French. Like "Burning off the topsides," for (we presume) stripping off the topsides paint with a heat gun. Or "Made of small clothes" to describe the sails.

Okay, okay. If making light of such an

cont'd

outlandish offer — Coussens bought the whole damn yard for \$1.75 million — seems a bit hardhearted, we apologize. We know that, to at least a handful of Zaca faithful, this is a serious situation. The outcome of this chapter in the old girl's life could just as easily mean her end as a second beginning.

And we have to wonder what old Captain Blood himself would think of the goings on. How would he see the yacht now that he once described as "symbolizing what I represent"? Would he spend the big bucks to have her restored, to once again hoist the pennant "of a cock who will crow to the four corners of the world" from her main truck?

Will anybody?



LATITUDE/R

petaluma — cont'd

restrooms and disposal facilities. By completion in 1992, the Business Park part of the complex will add a bunch of offices, at least one large restaurant and a 150-room Sheraton hotel.

Although most berthers will likely be powerboats, the marina's very first boat was Borue O'Brien's *Shearwater*, an old Morgan 36 sloop. The managing general partner of the Marina (a cooperative effort between a private partnership and the City of Petaluma), O'Brien motored *Shearwater* at the lead of a half-dozen boatsful of city and county VIPs that made its way from Steamer Gold Landing (the turning basin) to the new facility, there to celebrate both the new beginning — and the end of a very long wait.

For more information on Petaluma Marina, call (707) 778-1900.

grand openings

April has long been synonymous with Opening Day on the Bay. The tradition reportedly stems from the days of old when they'd actually rig floating booms across small coves around the Bay to protect the recreational fleets from winter storms. When spring rolled around, opening day was the day they actually "opened the gates" to let everybody out.

These days, the booms are gone but the spirit and fun of Opening Days past remains. Here's a short rundown of what's happening when and where.

Opening Day on San Francisco Bay (April 29) — This is the "main" Opening Day, sponsored as always by the Pacific InterClub Yachting Association (PICYA). The theme for 1990, the 105th annual Opening Day, is "Whale of a Day". If you're planning on taking part in the boat parade (10:30 a.m.), keep that theme in mind. For your creativity, draw on either fictitious (Moby Dick, Pinocchio) or real whales (Humphrey or the sponsoring Marine World's Sea World's killer whales). Events begin with the blessing of the fleet from 9:30 to 12 noon in Raccoon Strait. Take the Navy ship to port and watch your tides. A couple years ago, one skipper misjudged the current and ended up wedged against a destroyer's bow. Incidentally, no sailing for either the parade or blessing — motoring only. For more details, request a Program and parade entry form from PICYA event chairman George Gazulis, 160 Spear St., #210, San Francisco, 94105. And remember, water balloons — the "assault rifles" of Opening Days past — are illegal.

11th Annual Opening Day on Carquinez Strait (April 7) — Sponsored by the Benicia YC, this mere youngster of an Opening Day has nevertheless already attracted a devoted following. It probably doesn't hurt that it usually enjoys the warmest weather of the big three. Like its big brother on the main Bay, this event also features a blessing of the fleet, decorated boat parade (theme: "Extravaganza of Colors") and even a Marina Festival. Get entry forms for this one from parade chairman Ken Pope, c/o Benicia YC, P.O. Box 782, Benicia, CA 94510. For more general information, call at (707) 746-6600.

52nd Annual South Bay Opening Day (April 21) — For many South Bay sailors, this is a must-attend event. Events "down under" begin with a breakfast at the Palo Alto YC and end with dinner at the Coyote Point YC. In between are yet another blessing of the fleet, decorated boat parade (theme: "Salute to the Niners") and shoreside awards ceremony. Five different clubs get together to put this one on, and you can get more information from any of them: Sequoia YC, David Oates (408) 296-7199; Peninsula YC, Martin Slater, (415) 364-8807; San Jose Sailing Club, Paulette Reeder, (408) 292-0961; Coyote Point YC, Orley Hatfield, (415) 341-8920; and Palo Alto YC, John Goodrich (415) 361-9458.

opening day alternative

In Northern California, there are alternative organizations to everything — so why not Opening Day? How alternative is the Ashby Shoal Gourmet Breakfast on April 29? Well, the fact that it's put on by the Cal Sailing Club should be your first clue...

We think we'll just plead the fifth and let them do the talking:
The Cal Sailing Club announces the seventh nearly-annual gourmet

cont'd next sightings page

SIGHTINGS

alternative — cont'd

barbecue bring-your-own breakfast on the sometimes-there, sometimes-not-there island of Ashby Shoal, at 9 a.m. on Sunday, April 29. (This is also Opening Day, but since the new "throw a water balloon, go to jail" policy went into effect in Hospital Cove two years ago, there's no compelling reason to venture forth into the central Bay.)

This even marks the low point on CSC's whirlwind social calendar, at least as far as tide height is concerned. Gourmets, gourmands, hungry sailors, even BCDC officials arriving at the CSC dock on the south side of the Berkeley Marina before 9 a.m. will get free transportation out to the shoal, and in some cases back again, on sailing club boats. (Kids must be at least 5 years old.) If you're arriving with your own yacht, we suggest the Emeryville channel, then proceed south and approach the shoal from the east where there is a very steep drop-off immediately to the east of the highest part of the shoal. You can sail right up to the beach with four-foot draft, but you'll run aground at least five times getting there.

Ashby Shoal is listed as among the best oyster-bed-and-breakfast venues on the scenic East Bay shoreline between Emeryville and Berkeley. Black tie optional, boots highly recommended.

grandaddy of the 12s

Get ready to add another chapter to "Vintage Yachts on the Bay." By this summer, Northern California will be home to the first American 12 Meter, *Anitra*. And as they say around the campfire, there hangs a tale.

The current chapter in US1's history started on February 22 when Alameda's Rob Anderson, a one design racer who also heads the UC Aquatic Center in Berkeley, saw an ad for the boat in... the *San Francisco Chronicle*? He and his girlfriend/partner Devon Cuddy were just putting the finishing touches on a restored Cheoy Lee Lion 35 footer. They were planning to sell it and get a bigger boat. Needless to say, Rob was intrigued by the prospect of owning the first American 12 Meter.

Rob gave the listed number a call, only to find Henry Sprague II on the other end. West Coast racers may recall the name from two decades ago, but that was Henry Sprague III who won the Finn Gold Cup and Congressional Cup. Besides a love for sailing, both Henry II and III rank at the top of sailing's character list. It must run in the family.

Rob asked Henry senior why he ran the ad in the *Chronicle*, since he lives in Southern California.

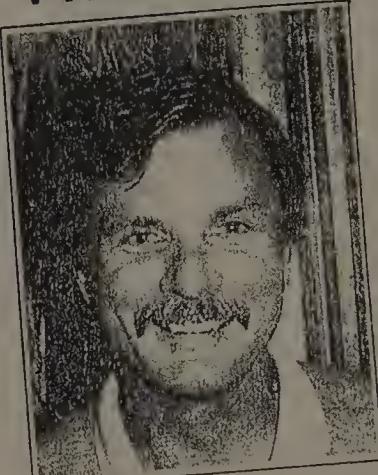


Rob Anderson and Devon Cuddy.

"My wife likes them Hearst papers!" he replied. Score one for William Randolph.

In any case, it turns out that Rob was flying to San Diego that day to pick
cont'd next sightings page

WANTED



Jim Graham
for
Reading while Speeding
Reward: \$0.05

spring into summer

Don't know about you, but even from the dungeon (our editorial department is in the basement), we can feel that spring is in the air. If wherever you are, you're having trouble "getting in the mood" for the upcoming summer sailing season, we've got just the kicker: the Northern California Spring In-The-Water Boat Show at Marina Village in Alameda.

More than 100 boats will be at the Village docks between April 21 and 29, including representatives of most American and many European manufacturers. At this writing, with the boat show a month away, it seemed to be shaping up as more of a big-boat (40 feet and up) show than in years past — but with 15 to 25 new exhibitors always waiting until the last three days to sign up, that could easily change.

This year, in addition to the array of display boats and booths and exhibits

master mariners

If you were somehow under the impression that the only exciting sailing events were among spiffy new designs with race-car graphics and kevlar everything — well, you have obviously never been out on the water on Memorial Day weekend. That's when the vintage yachts of the Master Mariners Benevolent Association take over the Bay for their once a year slugfest. If the 25 to 35-knot breezes of the last couple years pipe up again this May 26, it should

busted!

This is a bit dated, but I thought you might find it amusing.

In December of 1988 (the 2nd, to be exact), I stopped at West Marine in Palo Alto to pick up a copy of *Latitude 38*. I was anxious to see this particular issue because it had a write-up on me for having won the Santana 35 One Design season championship. Unfortunately, I only had time to grab one and run. I was in a hurry to get to San Francisco, so it made perfect sense to me to read the article while I drove to the City.

Attached are the results of that drive. If you look closely at the ticket, you'll see that it says, under the category of violations, "Unsafe speed for conditions — reading magazine (*Latitude*) while driving."

The wanted poster was made by two clients of mine who are also sailors and, obviously, *Latitude* readers.

— jim graham, 'swell dancer'

at the spring boat show

ashore, the show will feature "specialty piers". One of these will be reserved for dealers who want to demo new boats or services. So far, Club Nautique is the only sailing oriented company to take advantage. They anticipate taking people out for short sailboat rides on weekend days for a reasonable \$5 apiece.

Among other changes you may notice from last year are a particularly heavier-than-normal presence of sportfishing boats, accessories and seminars. Don't worry, they're not taking over. Once a separate event, the sportfishing show has simply been incorporated into the Spring Boat Show.

Show hours are weekdays noon to 7 p.m., and 10 to 7 on weekends. Admission is \$5 for adults; with kids under 12 getting in free. For more information, call the sponsoring Northern California Marine Association at 521-2558.

seek entrants

once again be a show to remember.

If you or someone you know owns a boat that qualifies, you need to know that April 27 is the deadline for signing up. To qualify, a boat must have been designed and built before World War II, or built to a pre-war design using materials in use then. The entry fee is \$40, plus a \$15 membership fee.

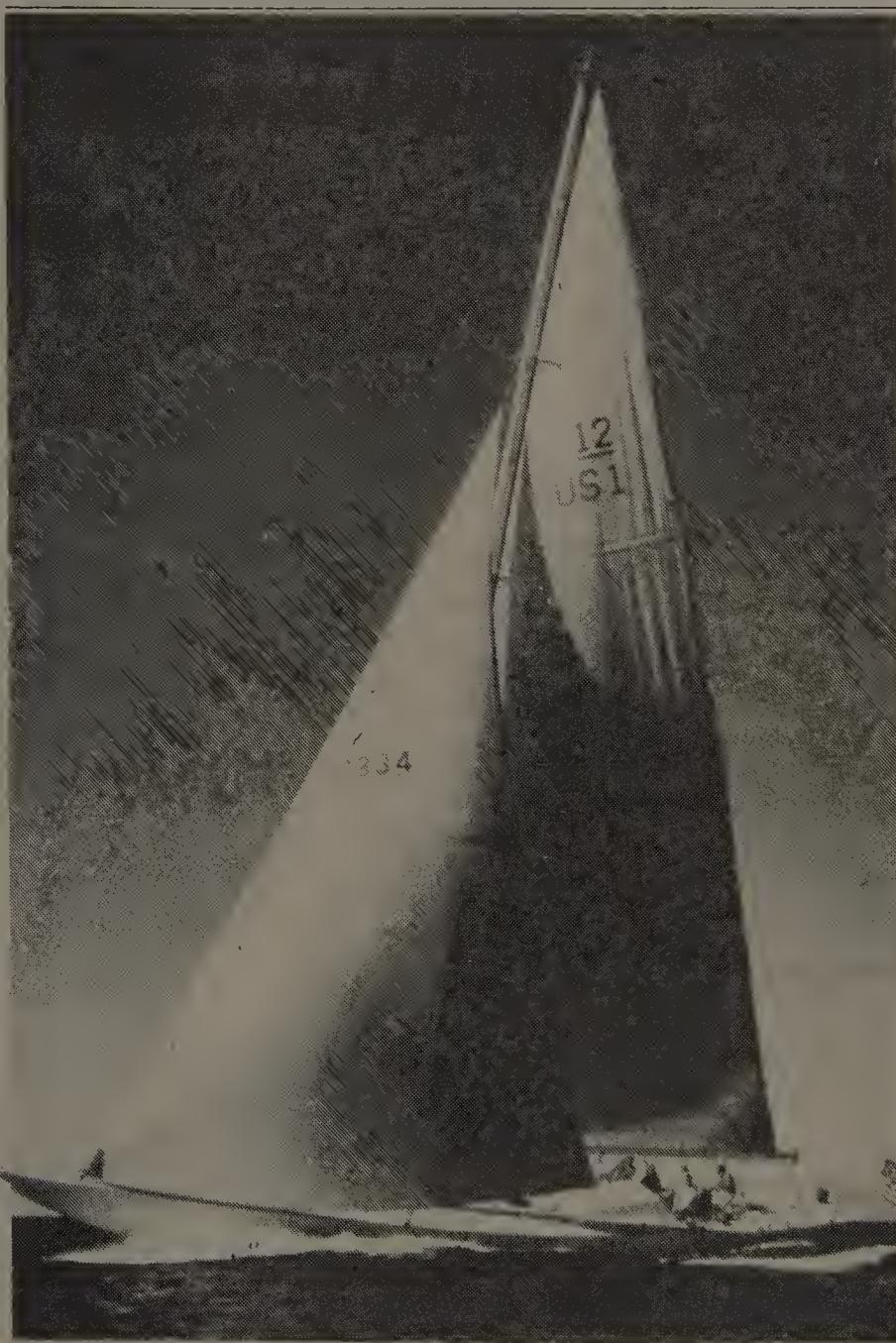
However, you don't even have to sail to take part in the hoary tradition of this

cont'd center of next sightings page

grandaddy — cont'd

up a Star Boat and drive it to Florida for the Bacardi Cup, the big spring regatta. So it was an easy detour to Newport Beach, where he met Henry Sprague, decked out in a peacoat, a duck-billed cap and carrying a pair of bolt cutters.

"It's been so long since I've been on the boat," he explained, "I don't think I'll remember the combination to the lock."



'Anitra' under sail off Newport in the '70s.

Rob and Henry had a few beers and eventually made their way out to the yacht, which was sitting on a mooring in Newport Harbor. Rob heard that other people had been calling about the ad, so after liking what he saw during the quick inspection of *Anitra*, he wrote out a check. Then he jumped in the car and drove to Miami.

"I had this big grin on my face all across Texas," he says.

So far, Rob has only pieced together snatches of the boat's history. From what he's gleaned, he knows it was designed by Starling Burgess (of J-boat fame) and built around 1929 or 1930 by the German firm of Abeking and Rasmussen for Charles Harding, grandson to President Warren Harding. (An interesting historical footnote to this historical footnote is that *Anitra* was one of seven 12s ordered at the same time in 1928. Unfortunately, by the time

cont'd next sightings page

grandaddy — cont'd

they were delivered, two families who had signed up no longer had any money!)

The yacht's early history has yet to be unearthed. So far, Rob has traced her back to the Great Lakes, where she was discovered in the 1960s by a fellow named Lint from Seattle. He unstepped the mast, laid it on deck and squeezed her 9-ft draft down the Mississippi (which is only 9 feet deep at some points). Rerigged, she was sailed to Panama and put on a ship for Seattle. Fred Preiss, later of *Christine* fame, was the next owner. He brought her to Southern California in the 1970s, stripped out her interior to make her competitive, and raced her to Mexico. Henry Sprague went the other way, sinking some \$60,000 into rebuilding her sumptuous interior.

At 64,000 pounds, the 70-footer is built tough. She has 40,000 pounds of lead in the keel and the mahogany hull is held in place by composite frames made of iron and oak on 10-inch centers. Her 70-ft mast came off the 12-Meter *Columbia* and features 1960s state-of-the-art elliptical rod rigging.

After some yard work in the Southland, *Anitra* will come north "in the biggest high pressure zone we can find," says Rob. She'll probably live in Alameda while Rob and Devon go to work, with the goal in mind of restoring her to original condition.

— shimon van collie

roll out the barrel

Beer can series — twilight series, sunset series, Friday nighters, or whatever you want to call them — are a crack-up. They're fun to sail in, they're really fun at the yacht club bar afterwards — heck, they're even fun to write about!

Why are they so much fun, you wonder? Is it because there's no real pressure? Because work's over? Because they're cheap to enter? Because the namesake beverage flows freely? Yes to all the above, though don't get the idea that beer drinking is a mandatory part of these low-key evening sailing parades. "Having fun is the only mandatory thing," asserts rockstar Hiram Gunn, who knows when to say when.

Clubs that mailed their beer can announcements to us early are listed below. If your series isn't listed, don't despair — but do send us the pertinent information. Next month, look for all the beer can series to begin running in the *Calendar*.

CORINTHIAN YC — 16th Annual Friday Night Series. Every Friday from April 20th to September 7th. 1800 start; \$25 for the 21 race series. Fred Borgman, 435-2777.

ENCINAL YC — Spring Series: 4/27, 5/25, 6/1, 6/15, 6/29. Summer Series: 7/27, 8/10, 8/24, 9/14, 9/28. Alternates with IYC's Friday nighters; 1830 start in the Estuary; \$30 for each half or \$50 for both. Al Burrow, 522-6462.

GOLDEN GATE YC — Series I: 5/18, 6/1, 6/15, 6/29. Series II: 8/3, 8/17, 8/31, 9/14. Starts at 1830. GGYC, 346-BOAT.

ISLAND YC — Spring Series: 4/20, 5/4, 5/18, 6/8, 6/22. Summer Series: 8/3, 8/17, 9/7, 9/21, 10/5. Alternates every Friday with Encinal YC's series; 1830 in the Estuary; \$25 for each half or \$40 for both. Larry Arnold, 895-5192.

OYSTER COVE — 25 Tuesday night races from April 3 through Sept. 4. Starts at 1800; open to all. Dick Timothy, 952-5540.

SOUTH BEACH YC — First half: 5/4, 5/18, 5/25, 6/1, 6/15. Second half: 6/29, 7/20, 7/27, 8/3, 8/17. Starts at 7 p.m. off South Beach Marina; \$25 per half or \$45 for the series. Scott Selover, 369-0851.

SAUSALITO CRUISING CLUB — Early Series: 5/18, 5/25, 6/1, 6/8, 6/15, 6/22, 6/29. Late Series: 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31. Two throwouts in each series; starts off Sausalito Channel Buoy #2; \$30 for one series (\$40 for both); Robert Kowolik, 459-4807.

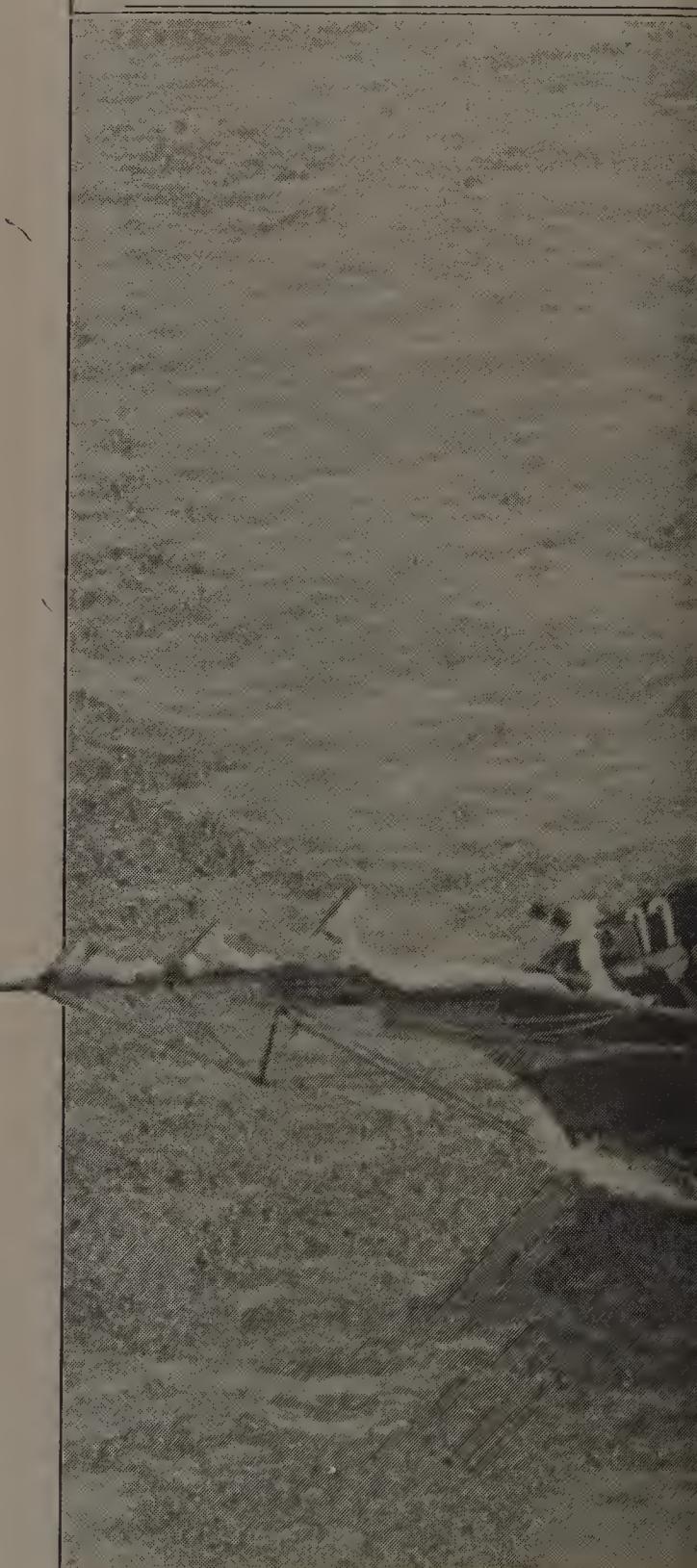
SAUSALITO YC — Spring Series: 5/8, 5/22, 6/5, 6/19, 6/26. Summer Series: 6/31, 8/14, 8/28, 9/11, 9/25. Warning signal at 1820 off either Little Harding or #2. \$40 per series, or \$55 for both. Penny Dudley, 332-7400.

STOCKTON SAILING CLUB — Sunset Series: Wednesday nights, June 20 through August 29. No entry fee; everyone welcome. Pat Brown, (209) 838-3285.

master mariners

event, which includes one of Bay Sailing's most legendary post-race parties. You or your company can become a sponsor. For \$100, you get to attend the pre-race luncheon Friday, May 18, which this year will be held aboard the cruise boat *City of San Francisco*; have your company banner and one representative aboard the boat you sponsor; and attend the post-race party with your guests.

And speaking of competition, there's been an unofficial one going on for some years among sponsors for the best slogan. So



— cont'd

far, it looks as though Flemming's Floor Coverings of San Francisco has will continue its winning streak with "We guarantee everthing we lay." If you can top that, you're definitely Master Mariners material.

For entry information, call Dan Drath at (415) 851-7601 (evenings) or if necessary at (415) 424-3434 during the day. For more information on any other facet of sponsorship or the Master Mariners in general, call Patrick O'Daniels at (415) 522-1111 (days) or (415) 339-0200 (evenings).

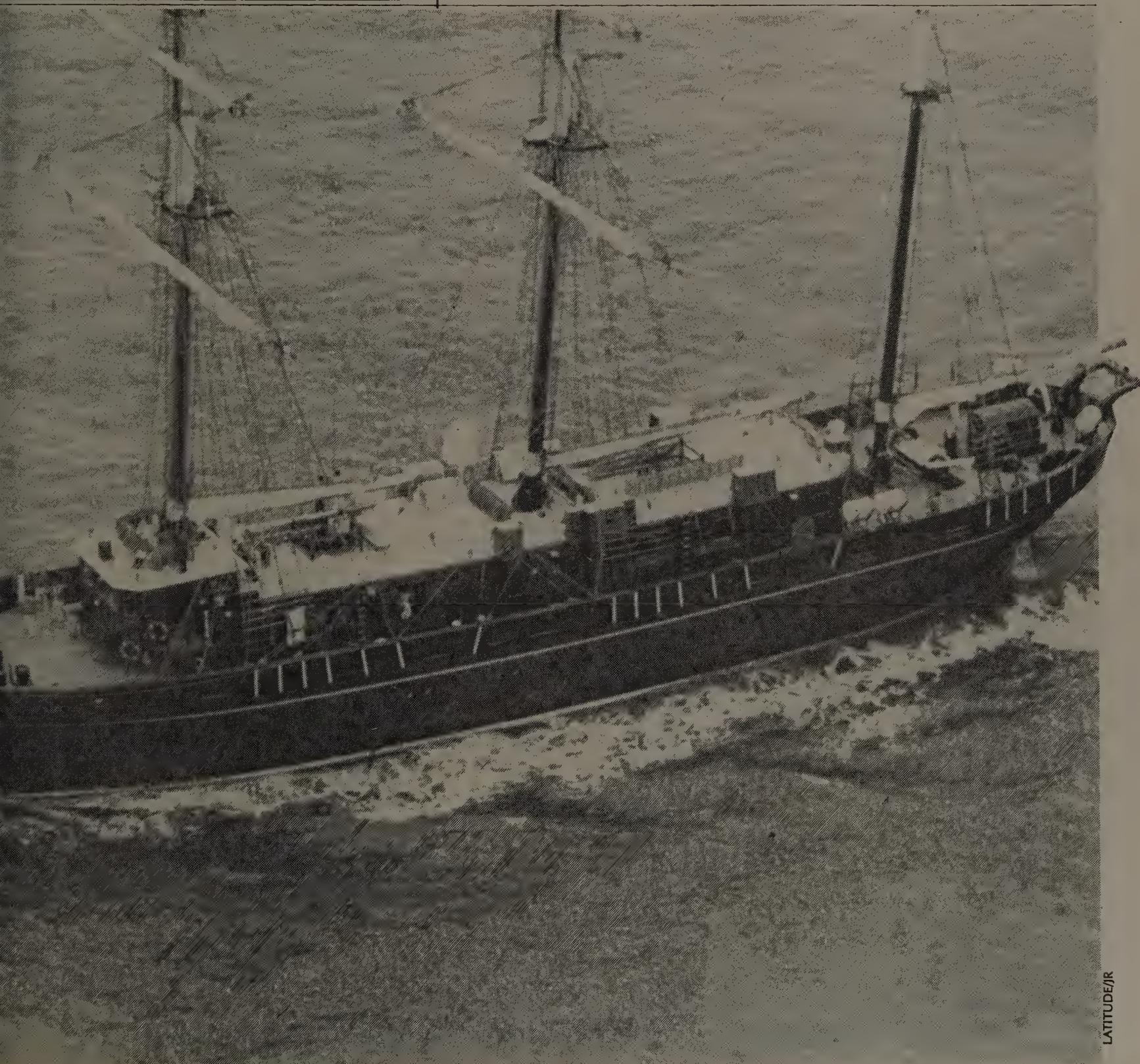
visitor from the east

It seems like quite a length to go to mark a relatively obscure historical event, but with the Japanese currently on the hot plate for some alleged unethical trade practices, maybe they need all the goodwill they can get...

At any rate, on March 17, the 216-ft square rigger *Kanrin Maru* passed under the Golden Gate, escorted by two fireboats and a small fleet of press, Coast Guard and recreational craft. The occasion was the 130th anniversary of the first visit to the United States by a Japanese ship. The original *Kanrin Maru* carried dignitaries, who came to San Francisco to ratify the Japan-U.S. Friendship Treaty. The new *Kanrin Maru*, a faithful replica of the original ship, carries 19 crew and the same spirit of friendship and goodwill.

The new *Kanrin Maru* was even built in the same Dutch village as her predecessor. The \$8 million ship was built in only 8 months using drawings

cont'd next sightings page



LATITUDE/JR

SIGHTINGS

visitor — cont'd

discovered in a Dutch museum. One goal of her three-month, 15,000-mile journey home is to symbolically link the Netherlands, U.S. and Japan.

The 1860 voyage is credited with formalizing trade between Japan and the United States. (Commodore Matthew Perry, you may recall, "opened" Japan to the U.S. and the world when he sailed into Tokyo Bay in 1853.) An interesting sidelight to the original voyage is that one of the navigators was an American named John Brooke. He had been shipwrecked along the Japanese coast some years before and helped them sail here as a gesture of gratitude. Descendants of both Brooke and many of the original crew were flown in to greet the ship, which docked amid much pomp at Pier 39. After several days of public open house and political schmoozing, the ship resumed its homeward voyage back to Japan.

boms away!

As regular readers have probably noticed, our Boat of the Month feature is back on track. Hate to think we're actually getting organized in our old age, but highlighting a class or individual boat each month is actually one of the few assignments the editors fight over, so it's probably here to stay.

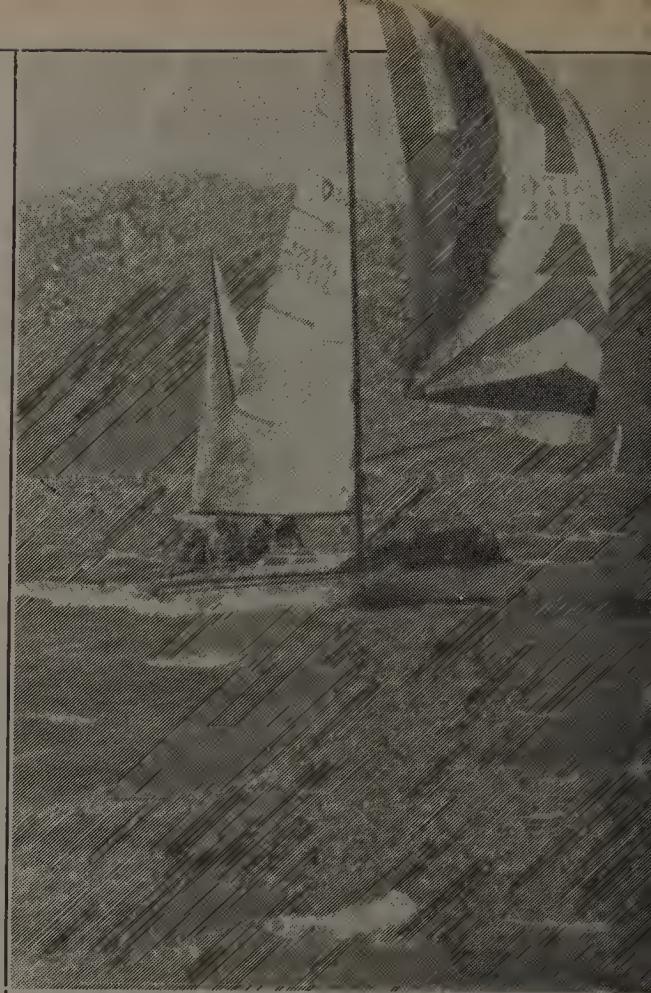
Anyway, a source of confusion ever since we featured the Bird in the very first issue of *Latitude 38*, is which boats have been written up already, and when. As most of you know, we never have gotten around to indexing the old rag, so unless the guy who wrote it answers the phone, the likely response to requests for articles more than a year old (or, for the managing editor, more than a week old) is likely to be met with "Gee, I dunno."

It took us falling into our own trap to generate the list that follows. Remember the excellent BOM/50th birthday celebration article done by Doris Klein on El Toros last year? Well, turns out we were thumbing through an old issue and discovered — what's this? — we'd already done the El Toro.

That spurred us to action. So here, for both your and our sakes, is a listing of all the boats and classes that have been featured in our BOM series.

boat	month, year	volume
Ariel	Nov. '80	Vol 41
Bear	June '77	Vol 3
Bird	Apr. '77	Vol 1
Cal 20	Aug. '77	Vol 5
Cal 2-27	Mar. '83	Vol 69
Cal 29	Apr. '84	Vol 82
Cal 40	Feb. '78	Vol 10
Catalina 22	June '83	Vol 72
Columbia 26	Nov. '82	Vol 65
Coronado 25	Sep. '77	Vol 6
El Toro I	Mar. '84	Vol 81
El Toro II	July '89	Vol 145
Ericson 35	Apr. '83	Vol 70
Etchells 22	Dec. '77	Vol 9
Excalibur	Sep. '80	Vol 39
ESCAPEADE	Sep. '89	Vol 147
Express 27	Sep. '85	Vol 99
FAIR SARA	Jan. '90	Vol 154
Farallon Clipper	June '80	Vol 31
Folkboat	Mar. '81	Vol 45
Gladiator	Apr. '80	Vol 34
Hawkfarm	Feb. '83	Vol 68
IOD	July '85	Vol 97
Isl. Bahama	Feb. '85	Vol 92
Islander 36	Jan. '83	Vol 67
KIALOA II	Apr. '89	Vol 142
Knarr	Oct. '77	Vol 7
NATOMA	Mar. '85	Vol 93
Olson 25	Nov. '89	Vol 149

cont'd next sightings page



different

As much as we like being on the water in San Francisco Bay, one of the last places you will ever willingly find us is in the water. Not that we don't like swimming. Do it all the time in Mexico and the Caribbean, and the publisher of this magazine is insufferable if the workload makes him skip his daily laps in the Olympic pool.

But not in the Bay. Water's too cold

heavy weather

The extent of what most sailors know about heavy weather sailing is not to do it. Look too knarly out there? Screw it, let's play golf. Even many cruisers who have been on the go for years, by scheduling their passages carefully, have never had to deal with really high winds or seas. Sure, there's been lots written about heavy weather sailing. (Adlard Coles' book *Heavy Weather Sailing* is considered one of the best.) But there's a quickly-reached point of diminishing returns when reading about heaving-to, towing drogues, "oiling" the water and so on. After that, there's not much else to do but to go out and do it — or, like most of us, just hope we know enough to make it if that time ever comes.

The aim this summer of a Sausalito firm, Nighthawk Productions, is to get sailors a step closer to heavy-weather competence while they're still in the safety of their armchairs. In the fall, they hope to release a definitive video tape on heavy weather sailing, one that goes beyond showing



strokes

and you can't see what's in there with you. But, as this stoic stroker demonstrates, to each his own. We caught him barging the Olson 30 fleet as he pumped his way toward Alcatraz.

Toward Alcatraz. Even the most diehard escape fanatic in San Quentin would think that was crazy.

how-to

techniques in drawings or reefing while at the dock. In fact, in May and June, they'll be going outside the Gate on the windiest days they can find to demonstrate heavy-air tactics firsthand from onboard a small boat.

Production has already begun, with Nighthawk's Tim Sevison and Gary Clark having been doing interviews over the past several months with such blue-water veterans as Mill Valley's Warwick "Commodore" Tompkins. What they're after now, says Tim, are some real-life accounts from other sailors who have been through serious blows.

"We're particularly interested in two areas: How people coped psychologically with facing very heavy weather; and what tactics they used and how they worked out," says Tim. Nighthawk is also looking for home videotape of stormy weather for possible inclusion in the finished film. So if you've "been there, done that", as they say, here's your chance to tell about it. Contact Tim Sevison or Gary Clark at Nighthawk Productions, (415) 332-1572.

boms — cont'd

Olson 30	Apr. '90	Vol 154
Ranger 23	Dec. '82	Vol 66
Rhodes 19	Aug. '79	Vol 27
Santa Cruz 27	Oct. '83	Vol 76
Santa Cruz 50	Feb. '87	Vol 116
Santana 22	Nov. '83	Vol 77
Santana 35	Oct. '85	Vol 100
Snipe	Sep. '87	Vol 123
Spaulding 33	Mar. '80	Vol 33
Thunderbird	Mar. '78	Vol 11
Triton	July '77	Vol 4
Vanguard	Aug. '89	Vol 142
Yankee 30	Oct. '89	Vol 148

As for future BOMs, we're open to suggestions. No repeats, please, and generally speaking, an older class down in numbers will take priority over a presently huge and successful class. One of the main intentions of the BOM series is to keep as many older classes and boats sailing as possible.

Readers can also help with our research. Two boats that will be featured later on this summer were among the most successful designs of the 1970s, though they were about as different in type as production sailboats can be: the Moore 24 and Westsail 32. There are still plenty of both out sailing, and we appeal to past and present owners to share interesting anecdotes and photos with our BOM editors. Just drop a line to "BOM Editors", *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966. Be sure to include a return address and phone number so we can contact you later for more details.

(Interested in reading about a past Boat of the Month? Drop us a note to "Boat of the Month Reprints" at the address above. Include which class(es) or boat(s) you're interested in, a self-addressed, stamped envelope and \$3 per boat and we'll send you a copy of the original article.)

earth day 1990

1970 — Nixon was in the White House, Joe Frazier was heavyweight champion and the price of gold on the free market had fallen *below* \$35 an ounce. With the music of Woodstock the year before still ringing its messages of peace and love, a bunch of concerned folks got together and held the first Earth Day. More than 20 million people ended up participating, making it the largest planned demonstration in history. Many credit Earth Day 1970 as the birthplace of the modern U.S. environmental movement, and with good cause. As a direct result of that day, Congress unanimously passed the Clean Air Act of 1971. Indirectly, we've all felt the impact in the form of, among other things, unleaded gasoline.

The second Earth Day — and week — is set to commence April 22, and it looks like it may be even bigger than the first. The main Bay Area site will be Crissy Field, where dozens of booths with hands-on displays will teach everyone from kids to senior citizens about environmental issues such as: the dangers of chlorofluorocarbons (CFCs); global warming; acid rain; worldwide deforestation; effective recycling programs; population control; and the proposed formation of an international agency to safeguard the atmosphere.

Local and national music groups will provide entertainment on one stage, while a second stage will feature family entertainment and educational shows. Similar events will take place all over the Bay Area, nation and world, some of which may be "piped in" to Crissy via closed-circuit TV. (So far, about 1,000 high school and colleges around the country also have Earth Day programs planned, which prompted one organizer to utter the quote of the month: "There hasn't been something this big in student organizing since the Vietnam War.")

As you may have suspected, since you're reading a sailing magazine, there's a marine side to Earth Day. It's a boat parade, to be led by the state tallship *Californian*. The tentative schedule calls for form-up from noon to 1 p.m. off Yellow Bluff. From there, the parade will go across the Golden Gate,

cont'd next sightings page

earth day — cont'd

down the cityfront to Pier 39, loop back around Alcatraz and end off Crissy Field. There the paraders then go their own ways, while the *Californian* will anchor (just as her forebear, the revenue cutter *Lawrence* did in 1850) off Crissy, and crewmen in 19th-century garb will row ashore to hand out commemorative coins to the kids.

As partial sponsor of the parade, West Marine is supplying green Earth Day pennants to all parade participants. To get one, or to confirm the foregoing tentative schedule, call Nanette Leuschel at 775-1931 or Amy Norquist at 882-9330.

Even if you don't participate, we urge all readers to heed the message of Earth Day by doing their share to keep the Bay clean. Even we've become moderately successful at the "first and last" habit: The first thing we do upon climbing aboard is unfold a new trash bag into the wastebasket; and the last thing we do upon leaving is carry the filled one to the dumpster. If you're the careless type, please stay home on April 22. What would happen to someone flinging trash willy-nilly overboard in the midst of 20,000 environmentalists is too grisly to even contemplate.

for more information

Being concerned as the next sailor about the water and air we sail through, we've worked with, promoted and yes, been a thorn in the side of many environmental organizations over the years. While we don't agree with everything all of these groups do, by and large we believe their hearts are in the right place. While literally scores of nonprofit environmental groups operate in Northern California, the following organizations are concerned primarily with the liquid portion of our environment:

BayKeeper — At six months old, the BayKeeper is the new kid on the block, but it's a kid to be reckoned with. In the words of founder Michael Herz, this nonprofit watchdog agency (an arm of the San Francisco Bay-Delta Preservation Association) was formed "because the agencies that are supposed to be enforcing environmental laws aren't doing their jobs." So Herz and a small army of volunteers do it for them, patrolling the Bay on the organization's 26-ft *BayKeeper* motorboat. They report violations — illegal or improper dredging, illegal ship discharges and so on — to the proper agency, which then takes over litigation. In its first half-year, BayKeeper activities have resulted in a number of warnings and citations issued to local businesses — and hopefully have struck a bit of fear into the hearts of habitual offenders. The BayKeeper has two numbers worth writing down: 567-4401 is the main office/information number in Fort Mason; 1-800-KEEPBAY is the number to call if you see anything that doesn't look right, such as oil slicks, floating sewage, dirty ship discharges, fish or bird kills, or wildlife with deformations or open sores or "burns".

Ocean Alliance — Ocean Alliance, based in Fort Mason, was formed last year by a merger of the San Francisco Bay chapter of the Oceanic Society and the Whale Center. Their mission is to promote conservation of the ocean and its marine life through education and on-the-water programs such as "Adopt a Beach," whale watching excursions and even learning to sail. 441-5970.

Center for Marine Conservation — Formed in 1972, the CMC is a non-profit membership organization dedicated to protecting marine wildlife and their habitats, and to conserving coastal and ocean resources. The Center runs many programs nationwide, including the local and national Adopt-A-Beach Coastal Cleanup, and the Pacific Coast Marine Debris Information Office. The latter has the unglamorous but useful task of recording types of trash found on our beaches and waterways, as well as educating the public about how harmful it all is — particularly plastic. For more information about either the PCMDIO or Center for Marine Conservation, call Jill Kauffman at (415) 391-6204.

Save San Francisco Bay Association — Formed in 1961, the SSFBA has been active in controlling Bay fill, increasing the amount of public access, improving water quality, protecting wildlife, monitoring public agencies and, when necessary, using its legal fund to participate in lawsuits involving significant Bay issues. The Association can be reached at 849-3044.

alaskan

Exactly who is due the blame for the great Alaskan oil spill is about as clear as crude oil. The suspects:

Exxon, for not properly supervising Captain Hazelwood. Their defense: Unions and civil liberties prevent drug and alcohol testing, which prevents Exxon from being able to make sure their crews are sober.

Exxon again, for not having tankers with double bottoms. Their defense: expensive double-bottom tankers would make American shipping even less competitive than it is now, further skewing the already dreadful balance of trade and helping the Japanese buy up the rest of the United States.

Captain Joseph Hazelwood, for leaving the bridge and allegedly being bombed during a crucial part of the passage. His defense: He was not drunk and had properly delegated his responsibilities to other members of the crew.

The Coast Guard, for not monitoring the progress of the *Exxon Valdez* and for not warning them they were headed for Bligh's Reef. Their defense: It's not really their job and besides, the Department of Transportation has redirected much of their remaining manpower and resources to interdicting drug smuggling.

The only one who has had his full day in court is Hazelwood. And a couple of wild days they were. In a verdict that stunned environmentalists, an Alaskan jury, which might well have been inclined to boil Hazelwood in some of the oil skimmed from Prince William Sound, found him innocent of the three most serious charges, including the one felony. Until then, Hazelwood had been facing as much as 7 years in prison and \$61,000 in fines. What he got, for misdemeanor negligence, is a maximum penalty of 90 days in jail and a \$1,000 fine. Just for comparison, you can be fined \$5,000 for spilling a cup of gas at the fuel dock, while the oil slick from the *Exxon Valdez* would have stretched from San Francisco to San Diego.

Exxon attorneys are ecstatic, because if Hazelwood isn't guilty, they believe they have a good chance at proving the spill was 'just an accident' and thus punitive damages — which are automatically tripled — couldn't be assessed.

Hazelwood's sentencing for the misdemeanor on March 23 was like watching reruns of the old Monty Python show. Judge Karl Johnstone, a licensed commercial fisherman, (maybe it's too cold

crude

for conflict of interest laws to apply in Alaska), was obviously furious with the jury's decision the day before. Ignoring the fact that Hazelwood had been acquitted of all serious charges, the fisherman/judge offered the following opinions: that Hazelwood was really ashamed of what he did; that Hazelwood knew he shouldn't have gotten drunk and shouldn't have left the bridge; that Hazelwood knew the spill had been his responsibility; and that Hazelwood had only a 3 in 10 chance of becoming a rehabilitated alcoholic.

Before rendering the verdict, the fisherman/judge gave Hazelwood the opportunity to speak, no doubt expecting deep contrition. He didn't get it. Hazelwood said — and these were his only words during the seven-week trial — "I'd just like to thank the jury for the verdict they reached." We would have liked to have taken Judge Johnstone's blood pressure when he heard that.

Though limited to imposing the almost nonexistent fine and jail term, Judge Johnstone got creative. He sentenced the former captain to 1,000 hours of community service and ordered him to pay \$50,000 in 'restitution'. Hazelwood's attorney didn't seem to mind the sentence, saying the 1,000 hours would be chucked out because it was actually more than 90 days in jail, and that the \$50,000 restitution, while technically legal, hadn't taken into consideration Hazelwood's ability to pay.

Jury foreman Lori Wing, who sat in on the sentencing, said later that she was disappointed in the verdict. "I had high hopes," she said, "that Hazelwood would walk out of here a free man."(!)

Our verdict: The real guilty party is the American legal system, a once proud institution that is now merely a huge unproductive trough at which lawyers, judges, expert witnesses and other "system analysts" slop while letting 'justice' slip by the wayside. You can rob, rape, murder, steal, embezzle, bribe, inside trade, pollute — and unless you're a small timer, pretty much get away with it, save for an occasional token slap on the wrist like Hazelwood received. Nobody doubts that blame should be assessed when there are robberies, rapes, murders, thefts, embezzlements, bribe, inside trading, polluting and such — but damned if the American justice system is capable of meting it out on a regular basis. In its zealous pursuit to overprotect the rights of the guilty, it has brutally punished society to the point at which there is no justice.

The Japanese are whipping our asses for a lot of reasons, not the least of which

cont'd center of next sightings page

the natural choice

Steve Cooper is a man with a mission. Infused early on with the urge to do something for the planet and his fellow man, he looked seriously at the Peace Corps. "Then I found out they wanted to send me to a little place right in the middle of black South Africa," he says. Convinced he could accomplish more on his own — not to mention live longer — he settled instead in South San Francisco. For the last several years, he's devoted much of his spare time to the development of natural gas as an alternative to gasoline and diesel fuels. The guinea pig for this experimentation has been the faithful Palmer four-cylinder engine aboard his Rawson 30, *Rainbow*.

"Sailing uses a 'natural' fuel, so it seemed somehow fitting to use a sailboat engine for what I'm doing," says Steve. With that, he fires *Rainbow*'s 1964-vintage engine into life and settles back on the settee to explain the process to this technically illiterate reporter.

At present, he explains, *Rainbow*'s engine runs on CNG — compressed natural gas — the same stuff that runs many marine stoves. "As a fuel, natural gas puts out far less harmful emissions than gasoline," he says, showing graphs that compare it to diesel and gasoline. The most dramatic difference is in particulate emissions — the junk that blows out of the stacks when an 18-wheeler starts up. Natural gas doesn't emit any. A cleaner burning fuel means a cleaner and longer-lasting engine, too.

One of the big problems with natural gas is storage. As a gas, you can't really store enough to make it a practical alternative to fossil fuels. However, to store it as a liquid, you need to chill it down to below -100° — then convert (heat) it back to a gas before it goes to the engine. That's just a touch impractical for most applications, including mass transit. (One of Steve's long range goals is to convert city bus fleets to natural gas power.) A natural gas-powered shrimp boat currently operating out of Louisiana solves this storage problem in a novel way. The boat's refrigeration keeps the fuel chilled in liquid form. One of the ways they heat it back to a gas is to pipe it through the latest catch. The shrimp draw off the cold and freeze; the 'natural liquid' sucks up the heat of the shrimp and turns back to gas.

With a few exceptions, Steve hasn't got very far in promoting the idea locally or nationally. "The petroleum companies just aren't interested," he says flatly. "They want to sell gasoline." As for the state, for the last few years California has been pushing the use of methanol, a gasoline/alcohol blend made from methane — methane being a primary component of natural gas.



LATITUDE/R

Steve Cooper.

Trouble is, though methane burns cleaner, you need 1.7 times more of it to create the same amount of energy. So at the moment it is less efficient than gasoline, but more expensive to make and buy. Natural gas, on the other hand, is nearly as efficient, and much cheaper to buy than gasoline.

cont'd next sightings page

natural — cont'd

The conversion to CNG on *Rainbow* was straightforward. The 30-gallon upright gas cylinder is a prominent presence in the boat's small head. The San Francisco gas equipment supply firm of Hatch and Kirk donated the \$500 worth of parts and connectors necessary to make the conversion. Steve has set it up so that he can switch back and forth between CNG and the boat's regular gas tank with the flip of a switch. Under CNG power alone (and depending on the type of use), *Rainbow* can motor for about four hours.

As he learns more, Steve plans to replace the Palmer engine with a natural gas-powered diesel. Once he works the bugs out of that system, he plans to head over to Asia to see if he can interest some transit companies, if not governments, in his idea.

crude —

is their ability to accept responsibility and dish out blame. They even take it to an extreme. When a Japan Airlines 747 lost its tail — apparently because of a repair error by Boeing — the honcho of JAL went to each of the hundreds of families and apologized. Then he killed himself. It's far from an isolated case — even minor league baseball managers throw themselves off of buildings when they feel they have let others down.



cont'd

Here in the United States, instead of living up one's responsibility, the energy is thrown into a determined search, with the aid of many lawyers, to find someone or something else to blame. If the case makes the news, a second search begins to find the best book and movie pacts.

Chumps. We've become a nation of chumps, unwilling to specify who is responsible for what, and unwilling to make them accountable for it.

like the cut of her jib

As happily married as one third of our editorial staff is, even he can't help but admire a well-turned ankle. (The other guys, we won't talk about). It's the same with boats. As boat-snobbish, biased and opinionated as our writing might seem at times, even the most hardened among us can't help but admire a well-sailed boat doing what she was built to do.

This particular day, this particular shot, is of Jack and Marylou Klapper's new-last-year Sabre 36 *The Phantom*. With sails trimmed to perfection and a nice late-winter breeze blowing, she was the picture of loveliness skimming across the Bay.

LATITUDE/RICHARD

short sightings

SAN FRANCISCO (TO HAWAII) — The sixth biennial West Marine Pacific Cup is a sell out! The 2071-mile race to Kaneohe Bay, which starts between July 2-6, is full up — and at 52 entries, the Pac Cup for the first time promises to be bigger than the "other" TransPac (which last summer drew only 48 starters). Anyone interested in signing up on a waiting list should contact Mary Lovely, Pacific Cup Commodore, at (415) 359-8528.

CATALINA — If all goes as planned, participants in next year's (1991) Catalina Race — as well as all visitors to this popular Southern California resort island — will have a real treat awaiting them in Avalon: continental America's first tour submarine. The 65-ft, 80 ton "boat", which would carry up to 46 passengers on a one-hour dive at depths to 300 feet, is the brainchild of Orange County's Gordon Wiles, a former director of television's old "Laugh In" program. There are already tour subs operating in Hawaii, Barbados, Guam and the Cayman and Virgin Islands.

MARIN COUNTY — Chief Marin's hideout from the Spanish, the Marin Islands just off San Rafael's Loch Lomond Yacht Harbor, may belong to the Coastal Conservancy in as little as one year. The two islands, which come with caretaker houses, a dock and 325 acres of tidelands, have been owned by the Crowley Maritime Corp. since 1926. Unable to sell the islands to private buyers for \$4.1 million, Crowley has given the Conservancy an option to buy the unique property for \$3.4 million — if the money can be raised in one year. The Conservancy ways half the money will come from public funds, the other half from private contributions. If the private money doesn't materialize, the deal collapses.

Currently a habitat for herons, egrets and other birds, the Conservancy hopes to use one island as a nuclear waste dump and the other as the site for California's first legal casino/brothel.

RICHARDSON BAY — The long-standing battle between anchor-outs in Richardson Bay and various local governments — which should have been the basis for a prime time comedy long ago — has reached yet another milestone in its merry voyage to hilarity. As best we understand it, the city of Sausalito and the county of Marin have offered the anchor-outs a deal in which they would be allowed to stay for three more years and be given as much as \$250,000 to make their boats marina-acceptable. But only if the anchor-outs promise they'll be gone in three years. In view of this the BCDC is apparently willing to abandon their principles and call off their legal beagles until 1993. The BCDC, by virtue of their jurisdiction over 'land fill' and their inability to find more important things to do, have been filing lawsuits against those anchor-outs they've been able to identify.

SAN FRANCISCO — Seventeen years after the Federal Clean Water Act was passed, the City of San Francisco has finally agreed to try to come closer to compliance with the law. For the last 11 years, the city has won exemptions from the Clean Water Act, but now the pressure from environmentalists has become too great. As such, the city will spend another \$1 million a year to make sure the water they dump into the Pacific — there's a 12-ft diameter pipe that drains 4.5 miles out to sea — is twice as clean as it has been. If you read the small print, however, you learn that the city gets what amounts to a four-year grace period.

The stench of sewage is thick along the coast of Southern California, too. While regional politicians spent most of February falling all over themselves on Newport and Huntington beaches, grandstanding opposition to oil-soaked beaches and dead seabirds, they were conspicuously absent in Santa Monica Bay, where 17 miles of beach had to be closed after 7.6 million gallons of partly treated sewage was released from the Hyperion treatment plant. There was no breakdown at the plant, it had simply rained in L.A. When it rains in L.A., the plant's capacity is exceeded, so they have to pump partially treated sewage into Santa Monica Bay. While you never read about it on the front pages of newspapers, waste treatment plants such as in San Francisco and Los Angeles have been identified by the Environmental Protection Agency as the number one class of polluters in the United States.

JIM & DIANA JESSIE:

There are thousands upon thousands of 'performance' cruising boats sailing the oceans of the world, but precious few performance cruisers with the skill and inclination to make these boats perform to their potential. Jim and Diana Jessie, members of the St. Francis and Oakland yacht clubs, are two of the very

St. Francis YC's Herter-Jacks Ocean Cruising Award for 1989.

While many cruisers see the actual sailing as merely the means to the end of reaching interesting places to explore, the

and unfurling. For the lightest of winds they have both a 2 ounce drifter and a 20-year old 'bag'. From about seven to 21 knots of apparent wind — the typical conditions — they set a #2 jibtop (so they can see beneath it) and a full main. The first reef goes in at 21 knots of apparent wind, the second reef at 26 apparent. At 32 knots the headsail is replaced with a 4.5 ounce staysail that "has seen lots of use" and is carried in up to 50 knots.

Their only remaining spinnaker is a re-cut 12 Meter chute. Their main was built by Jim Watters, head sailmaker for the U.S.A. 12-Meter syndicate in Australia, at a point when the syndicate had lots of time on their hands and little money in their pockets.

Of course the best sails in the world won't make a boat go fast unless there's a crew that knows how to use them. Because of insurance requirements, the Jessies have always had to sail with at least one — if not two or three — extra crew. It's turned out to be a big bonus for them as they've signed on 21 total strangers from 11 countries, virtually all of whom have become "part of our worldwide family". Many of the crew — and women have proved as valuable as men — have returned for additional legs of the trip.

Since they care so much about performance, the Jessies prefer dinghy sailors, who can't abide poorly trimmed headsails and recognize the occasional necessity of sleeping on the high side. The Jessies almost never seek crew who have experience on big cruising boats for the simple fact that few of them know how to sail well. Crew members contribute \$6/day to the running of the boat, which covers everything except personal expenses ashore.

With a good captain, a fast boat and good crew, Diana Green Jessie has the world in her hand.

If you ask the typical cruiser what the most important cruising gear is on his/her boat, you'll get answers like the roller furling, the radar, the anchor windlass, the autopilot or the dodger. The Jessies don't have any of the above. Actually they do have a dodger; they just can't recall the last time they bothered to put it up.

The gear they cited as being most important will surprise most cruisers: 1. The apparent wind indicator. 2. Depthsounder. 3. The one-man jiffy reefing system. 4. The full-width main traveller. 5. Adjustable jib leads. 6. The folding prop. Do we discern a clear emphasis toward performance or what?

Judging from these answers, you'd probably guess the Jessies are novices who have cruised all the way from San Francisco to maybe Morro Bay, and have less than two weeks and 200 miles under their belts. On the contrary, the couple set sail from San Francisco on October 12, 1985. A year later they were in Fremantle, Australia; a year after in Malaysia; a year after that in Mallorca; and last October they were in Tunisia. Currently in the West Indies, they've put more than 51,000 miles on *Nalu IV*, their 19-year old wooden Lapworth 48. In recognition of their achievement, the Jessies were presented the

Jessies view sailing as an end in itself. This way of looking at things no doubt comes from the many years they — and especially Jim — spent racing. For 22 seasons he campaigned his classic Bird, *Falcon*, (which sank during the Master Mariners Regatta in 1989) and for nearly two decades virtually owned the class trophy. A former boatyard owner and longtime marine surveyor, Jim has also sailed many ocean miles. He's done countless local ocean races, several to Mexico, and his next TransPac will be his tenth.

There's not a decent racer alive who doesn't constantly fiddle with the strings to get every last fraction of a knot of speed from his/her boat. That's how it is cruising on *Nalu IV*. The crew does what needs to be done to get that extra tenth of a knot, they set the chute whenever it can be carried, and never hesitate to throw in a reef when it's required.

Being so performance oriented, the Jessies 'shift gears' often, and they do it by changing sails rather than merely furling

LATTITUDE/RICHARD

"**A**bsolutely!" is Jim's response when asked if he's pleased with their choice of cruising boat. Low, light and lean, *Nalu* is not the not the average world cruiser. Of course the typical world cruiser doesn't offer the speed that the Jessies require. At 23,000 pounds in racing trim and 28,000 pounds at cruising weight, *Nalu IV*, is swift in light winds and surfs easily in a breeze. Two hundred mile days are nothing to get excited about when the wind is aft of the beam. "We keep up with the 70-footers," says Jim with no small amount of pride.

Indeed they do. Back in 1987 they not only won the Darwin to Ambon (Indonesia) Race, they set a new course record. And just last December they were

PERFORMANCE CRUISERS

the first of a 150-boat fleet to sail the entire ARC course, hammering several newer, all-out racing machines in the process.

Another favorite feature of *Nalu* is her huge after cockpit, to the rear of which are perched two lawn chairs. "When you're cruising," says Diana, "the cockpit is your living room." What about when in the colder parts of the world? "If you can't comfortably sit out in the cockpit, you're cruising the wrong climates," pronounces Jim. Don't expect to find this couple cruising Alaska or Patagonia any time soon.

While the Jessies love *Nalu*, they are not blind to her shortcomings. "She pounds going to weather," admits Jim. But then so do all performance boats. She's also wet going to weather — particularly with the dodger lying flat and unused on deck. But after all those years of racing Birds on the Bay, the Jessies are accustomed to donning foul weather gear and taking much colder spray in the face. Gentlemen may be reluctant to sail to weather, but not the Jessies, who battled ferocious amounts of it during their circumnavigation of Australia.

The Jessies are willing to accept *Nalu*'s compromises, as she gives them the performance they enjoy and gets them to their desired destinations quickly. If it's blowing seven knots, almost all cruisers crank on the engine, but the Jessies can make decent time sailing *Nalu* in such winds. In the period of time from late November to mid-February — during which time they sailed from Morocco to the Caribbean — they used just 30 gallons of fuel, including the fuel used to run the engine to charge the batteries!

Nalu's interior is interesting. The companionway is offset to the starboard side of the cabin. Below to port is a big double bunk for the Jessies and the nav station. The center of the boat is dominated by a spacious galley/salon, complete with a gimballed table that seats 12. Forward is a crew head/shower and V-berth. The Jessies run a tight ship. If any of the crew leave their stuff lying about the salon for too long, it gets deposited in a pile in the V-berth. Crews quickly learn to conform to what's expected of them.

The Jessies feel that for true cruising, the galley is about the most critical part of the interior. If you think about it, a boat carrying five people means more than 5,000 individual meals a year. "The important thing," says Jim, "is that there is a place to stow everything. We eat three

LATITUDE/RICHARD



Jim Jessie: You can take the man out of the racer, but you can't take the racer out of the man.

squares a day on *Nalu*, and you can't work in the galley if stuff is flying all around. You need a harness for the galley with a quick-release so you don't get tossed around while cooking or burned against the stove. Fresh and saltwater foot pumps are also necessary because they conserve fresh water." An unusual but nice feature on *Nalu* is the dish storage; when put away wet, the water from them drains down a special copper pipe into the sink" — thus no drying is necessary.

Jim, incidentally, knows the galley. The night we visited *Nalu* in Antigua, he whipped up a tasty Joe's Special. All crewmembers participate in cooking and clean-up — but God help them if they try to serve fish or a vegetarian meal. Jim enjoys his minimum daily requirement of

grease.

It's understandable that the Jessies have been cruising without a radar, dodger, autopilot and even furling sails, but how they've managed for five years without a windlass — let alone a power windlass — borders on the unfathomable. What makes it even more startling is that they usually set two anchors because the light, fin-keeled *Nalu* tends to 'hunt' on the hook.

Naturally they try to anchor in 15 feet or less of water. If they can't find a spot in less than 35 feet of water, they keep moving on. Their primary anchor is a 45-lb CQR with 60-feet of 3/8" chain and 300-feet of gold braid anchor line. The Jessies back down hard to set the anchor and try to dive on it as often as possible — to avoid having to re-set the hook. If crew brawn isn't enough to hoist the anchors, the mechanical backup is the Barent 28 winch on the mast. The Jessies look as fit

JIM & DIANA JESSIE:

and trim as when they sailed out the Gate five years ago; perhaps not having a windlass is their secret.

The anchor techniques of sailors from various countries has always entertained world cruisers, the Jessies among them. The following are their observations:

"The French enter harbors at full speed, and without slowing toss the anchor over the side and then the chain on top of it. They set 14 fenders out around the boat and take the dinghy to shore before their boat has come to a complete halt.

"The Italians do the same as the French except they slow the boat slightly before throwing the chain on top of the anchor, setting the fenders and taking off for shore.

"The Germans come into an anchorage slowly, drop the anchor with the chain on top of it, then lean over the side and order: 'You vill stick in!'

"The English are easy to spot. He's at the helm and she's at the bow. 'Fifteen fathoms, dear. Fourteen fathoms, dear. Thirteen fathoms, dear.' He'll continue to call out the depths until three fathoms at which point she'll drop the anchor and pay out the chain. He'll then back down, which is why the Brits don't drag."

We Americans have our own special technique:

"Unlike the Brits, the American male is stationed on the bow while his wife is at the helm. 'A little further in,' he'll say, 'a little further in, a little further . . . that's it'. At this point the woman will say, usually in a whiny voice, 'But dear, I think I really wanna anchor on the other side of the harbor'."

The Jessies laugh like crazy over these characterizations, which we take to mean they have a deep basis in truth.

While the Jessies don't have some of the gear that most cruisers considered essential, they recoil at the suggestion they're sailing ascetics. "Yes, we're performance cruisers," says Diana, "but we do cruise. We have a BBQ, ice cream machine, blender for Ramos Fizzes, a windsurfer and a beach umbrella."

have a portable Honda generator — a second power source is essential, they say — they think the nearly silent invertor is the greatest thing going.

The ham radio and SatNav get similar high marks. And they can hardly be consider ascetics when they have two refrigeration systems; a little Alder-Barbour 12 volt unit that after eight years keeps humming along, and an engine-driven cold plate system. The latter, says Jim, will force any owner to acquire a basic knowledge of refrigeration.

At the top of the list of things they'd like to have is a watermaker. The Jessies and crew have been unbelievably frugal with water; they did an 18-day Atlantic crossing with a complement of seven and used just 60 gallons total! That's half a gallon of water per day, per person. (To put that in perspective, you use eight gallons of water each time you flush a toilet). Although they feel they can go 30 days with just 120 gallons, they wouldn't object too strenuously to having the capacity to make 120 gallons a day.

They'd also like to have a more powerful alternator on the main engine, one that can put out more than 120 amps. And, they'd like to have a manual control for the alternator output for quick charging.

Had they known the Med was going to be like it was — wind direction and speed changing radically every 15 minutes — they'd have temporarily replaced their folding prop with a fixed prop, and scrounged up an autopilot. "Forget sailing in the Med," is Jim's summary. Coming from a hard-case sailor such as he, that's saying something.

The Jessie's five years of cruising — plus side trips — has given them an opportunity to see much of the world. Like everyone, they've developed opinions about what they've seen. Having visited all the major cities of the Western World and numerous others, their three favorites are Bangkok (which isn't on the water but is

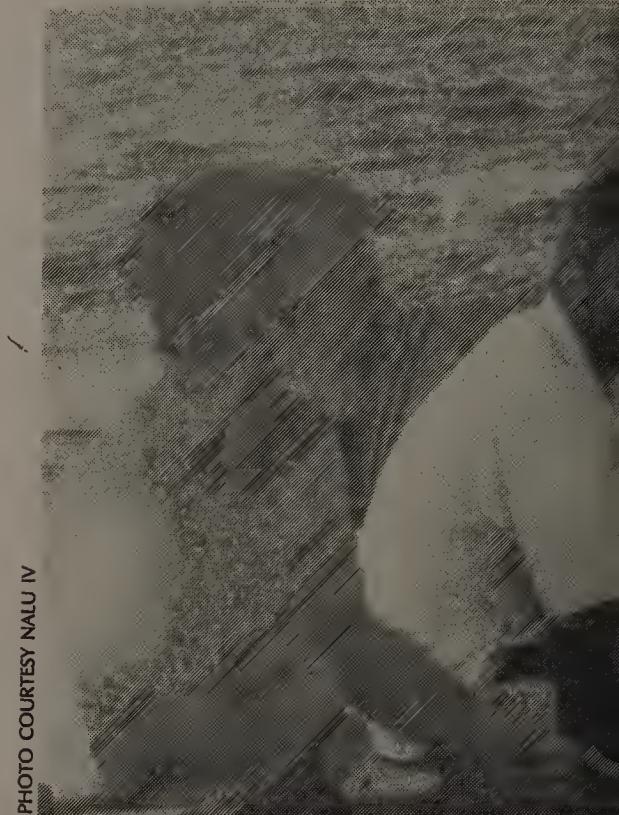


PHOTO COURTESY NALU IV

Manzanillo, the so-called Costa del Sol, as one of their five favorite cruising regions. The other four are: 1. The always popular Tonga; 2. Tasmania — "We could have spent a year in Hobart." 3. The Red Sea, where the underwater sea life has far and away surpassed anything they've seen anywhere else in the world. And, 4. "All of Indonesia, which is like the South Pacific must have been when our grandfathers were alive."

While they "had a grand time" every place they visited, the two countries they'd not care to return to are Sri Lanka and Egypt.

The problem afflicting Sri Lanka is extreme poverty combined with a general disregard for human life and rampant dishonesty. The Jessies were both disgusted by young men and women who literally knocked grandmothers off crowded trains so they could board. They saw people begging who didn't have to, people who after being given money would go around a corner and laugh about it. Which is not to suggest the poverty in Sri Lanka isn't genuine. The Jessies would watch five grown men spend the day fishing and return home just a handful of pitiful fish. They were told that was a 'good catch for a day'. Others would think nothing of swimming a quarter of a mile out to Nalu for a plastic bottle the Jessies were planning on discarding.

The visit to Sri Lanka was made palatable only by the assistance of the internationally renowned Don 'the Godfather' Windsor, who seemingly controls everything from a seat on his veranda with a flick of his wrist. "Cost plus 10% from the cradle to the grave", is his motto — but, he takes care of business.

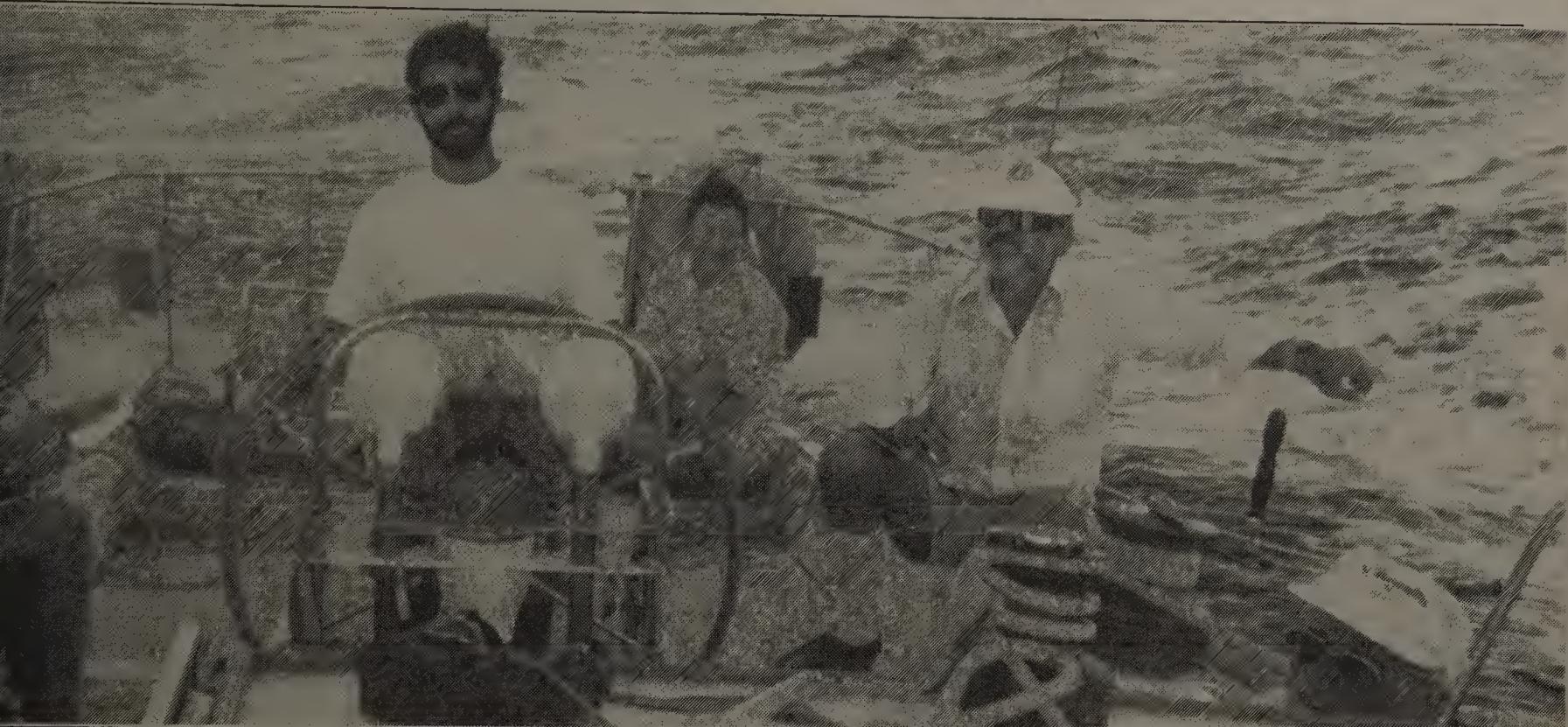
Five years, over 50,000 miles and . . .

Some of the other common gear they rave about includes a used Honeywell invertor that turns 12 volt DC into 110 AC to run power tools, the blender, microwave oven, curling iron, hair dryer, and other amenities of shoreside life. While they also

close to Phuket, Istanbul and Venice.

Those of you cruising mainland Mexico will be interested to learn that they rate the area between Puerto Vallarta and

PERFORMANCE CRUISERS



Likewise does the similarly renowned 'Prince of the Red Sea'. The Prince charges \$50 to take care of the paperwork in Egypt, which otherwise would involve a monumental three-day headache — and perhaps considerable expense. And, the Prince of the Red Sea is noted for backing his clients — rather than running the other way — when there is a problem. Diana radioed the Prince at 0530 on a Sunday morning to engage his services; he was ready, willing and able to take care of business.

The abysmal sailing and sky-high prices in the Mediterranean ports of France and Italy kept them from being favorites.

Before the Jessies departed on their cruise, they read many of the cruising books and articles by folks like the Hiscocks and John Neal. Contrary to what their reading led them to expect, they didn't find places to be anywhere near as primitive as they'd been lead to believe. In other words, water, propane, toilet paper — even faxes — can now be found just about anywhere in the world. No, you can't always get pickle relish and other specific items, but the basics are everywhere.

And, if you need to order a very specific part from a manufacturer in the States, you can get it almost anywhere in the world within a week. Some examples: Federal Express delivered a package to St. Lucia in two days; UPS delivered one to Mallorca in less than a week; and, DHL had one in Thailand in less than four days. It cost \$120 to ship 72 pounds to Thailand, so you don't want to do it all the time, but the era of having to wait

Cruising the 'Nalu IV' way; chute up and scoot across the Atlantic.

weeks and weeks for parts is largely a thing of the past.

Somewhat less reliable was the mail. There are places around the world where mail service was fast and reliable — the reliable part being especially true when it's sent care of American Express. Local AMEX offices will hold mail (for their charge card and travellers check holders) for 30 days, after which they absolutely, positively return them to the sender. The nice thing about mailing to American Express is that the mail is held under your name by the branch manager, so you don't have hundreds of other people pawing through it looking for their mail. Because of bomb threats, American Express will not hold packages.

General Delivery mail service is much less reliable. Letters left there are almost never returned. The Jessies saw one letter that had been sitting in Port Sudan for nine years. Then, too, local post offices often just don't care about the mail. In Alexandria, the mail is simply tossed onto piles in the basement of a warehouse and forgotten.

In addition to getting high marks for handling mail, American Express is dubbed essential by the Jessies for other reasons. One thing is you can always cash pretty hefty personal checks at American Express, and receive the money in either local currency or U.S. dollars.

Unlike some cruisers, who return to

their stateside homes for several months each year, cruising is what the Jessies do. Their boat is their home, their one big investment. They don't even fly home every year to see friends and check how bad the traffic has become. And while they're not rich, their life of the last five years has provided a wealth of positive experiences. "It's not the sailing that makes cruising so special," says Diana, "but what you learn about people and the world." The Jessies had good friends around the Bay Area (and still do!), but now they've got many special friends around the globe.

So why are they quitting? Well, they're not. When they get to the East Coast they'll probably hole up in Annapolis for a while so Jim can — they don't even say the four-letter word out loud — W-O-R-K a little to rebuild the cruising kitty. But as soon as possible they'd like to keep right on going, with a trip down the Mississippi being near the top of their want-to-do list. After that, you're likely to find them just about anywhere there's warm sun and saltwater.

The Jessies aren't kids, and know there's a time down the road when they'll no longer have the physical ability to drive *Nalu* the way they have done. What then?

... no windlass!

Well, while in the Med they saw a trawler that Lapworth had designed about 20 years ago. It wouldn't be performance cruising, but it would be staying close to a way of life they've found so satisfying.

— latitude 38

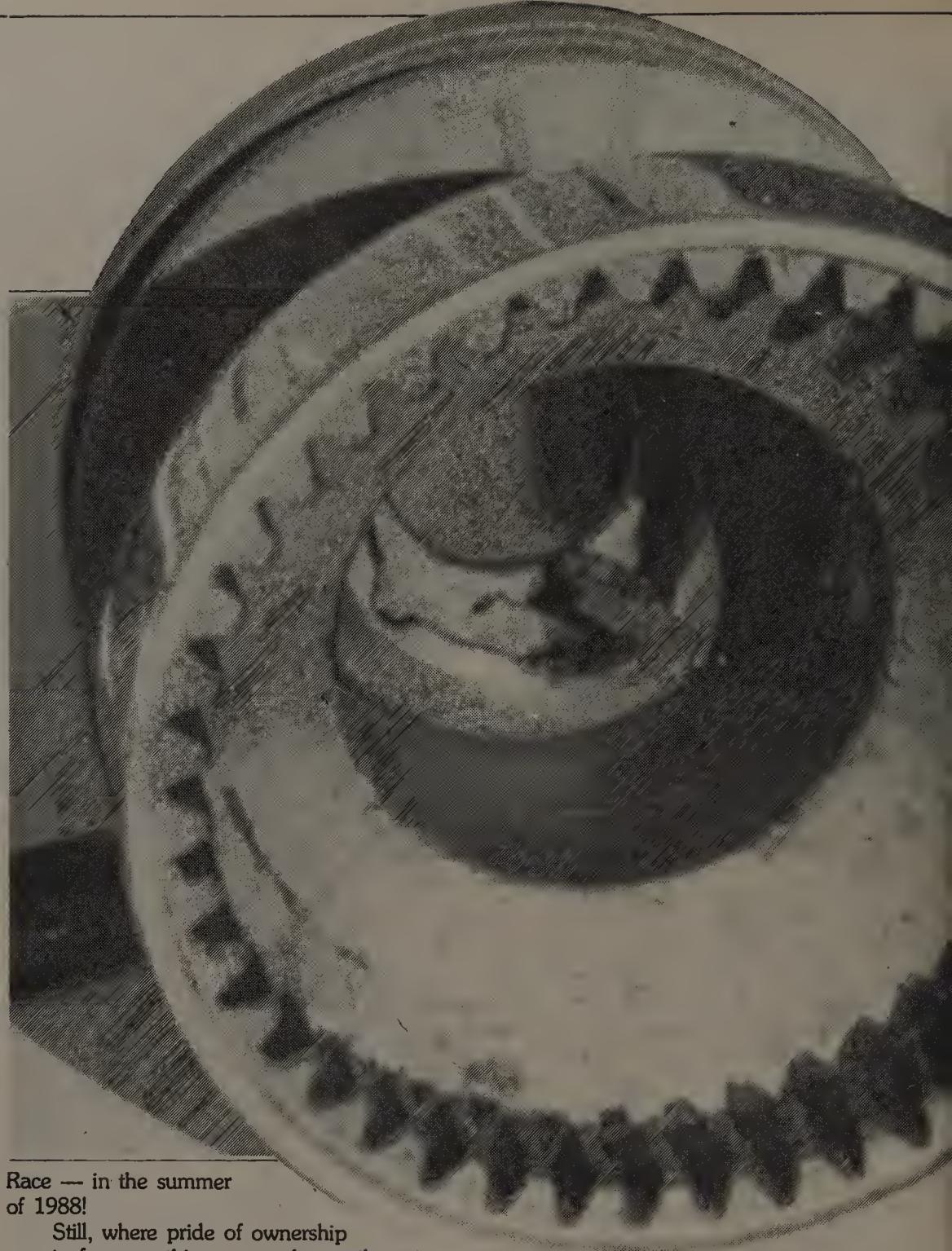
SPRING PREP —

One of the few complaints ever heard about California's climate is that it "lacks" seasons. This is a relative statement, of course, referring to the absence of visual stimuli of say, autumn in Vermont. However, as far as sailing, the one *Latitude* editor who was born and raised back east assures us that the mild climate of the Golden State is nothing to complain about.

Which, indirectly, makes an article on prepping your boat for spring a little incongruent. Back in seasonal New England, preparing a boat for winter hibernation makes mothballing a battleship look easy. To go all-out, you have to haul out, pull the rig, erect a shed to keep the snow off, and then start on the boat. In the spring, the process is reversed in a procedure tantamount to unwrapping Tutankhamen's mummy and giving the old boy CPR.

Well, almost.

Like the seasons, winter and spring prep are largely ignored by California sailors, simply because most of them sail year-round. Even those fair weather sailors among us who tie the boat up in September and don't think about it again until April are usually in for nothing more traumatic than a good washdown and airing out before it's ready for one more season. Hey, we recently



Race — in the summer of 1988!

Still, where pride of ownership counts for something, a prudent sailor will take certain steps to ease his boat and equipment more gracefully into old age. If he's leaving her for the winter, he'll do things like take off all the sails and cushions for storage in a dry garage; put a trickle charger on the battery; come down every month or so to keep the engine limber by running it 30 minutes or so; contract with a diver for regular monthly cleaning of the underbody; keep a rod heater going to minimize mildew — and so on.

Then, about this time of year, when young men's fancy turns to love and us old farts think about sailing again, just reverse the process. Beyond that, spring prep, California style, involves little more than giving the boat a good physical. Do it as thoroughly as you'd want your doctor to check you. Cheating on your boat's yearly checkup is only cheating yourself.

Here are a few of the things you should look for and do before you contemplate any serious sailing. (Though applicable to all

boats, the following is aimed at the weekend sailor and casual racer. There's not much new we could tell owners of full-on race boats, whose owners and BMW's [boat maintenance workers] are well aware of how much regular maintenance they need.)

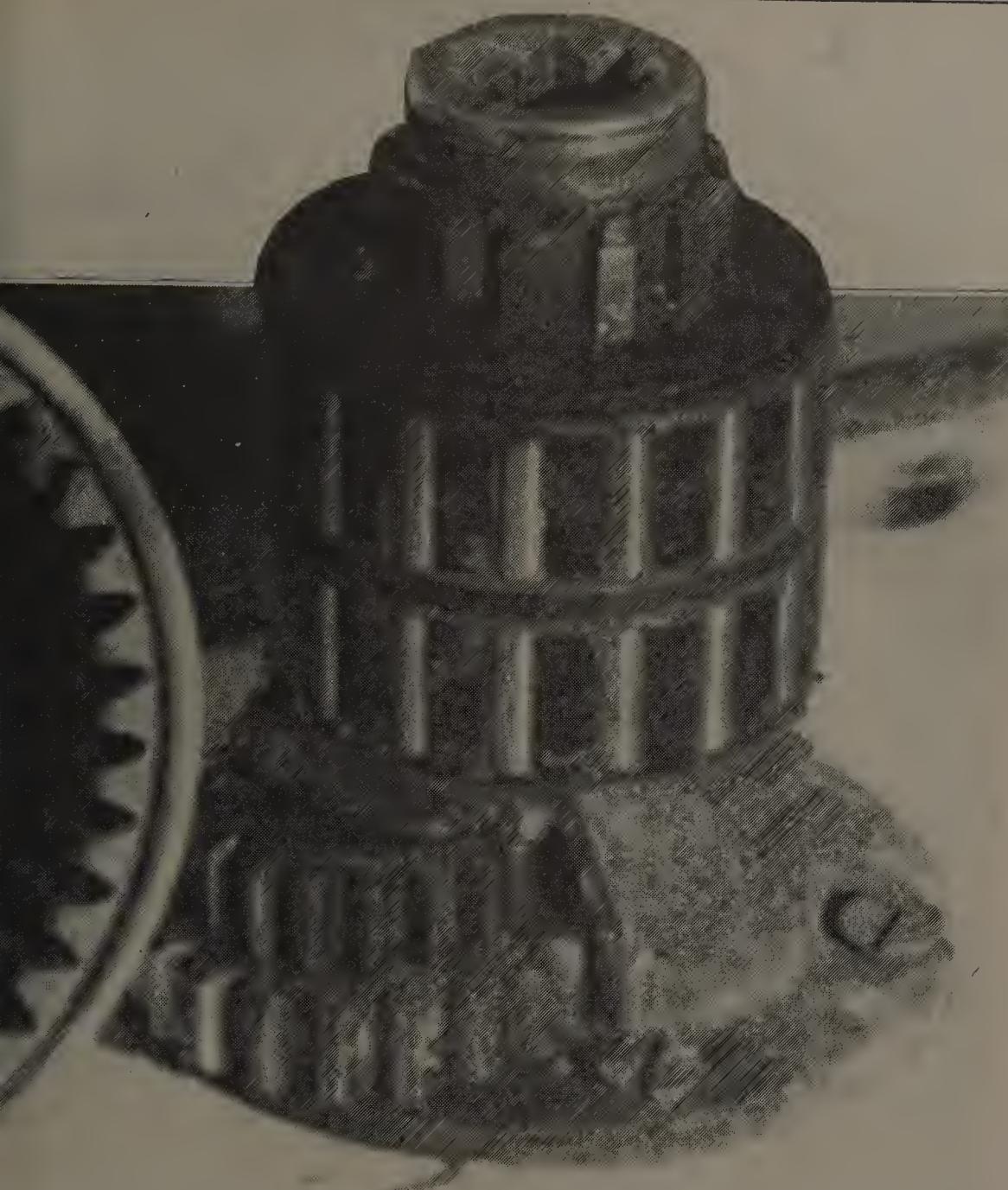
The Rig

You can start spring prep at the bow and work aft, at the waterline and work up or, as we generally do, at the mast and work down. We could probably invent some really logical reason for this, but the truth of it is, we happen to really hate swabbing out lockers and cleaning drawers. So we con our wife into doing it, by claiming we are the only ones qualified to do the all-important rig check. This worked out particularly well on one of our older boats that had a couple of rope halyards. That allowed us to hoist ourselves rather than leaving her in charge of the winching. It also gave her plenty of

Serious paint work is best left to the pros.

took a ride on a good-looking older 36 footer whose owner swore he hadn't set foot aboard since he got home from the Catalina

'TIS THE SEASON



Winches come apart easily for cleaning.

uninterrupted time to clean below by the time we got back down.

(Okay, okay, the truth: she doesn't want to go up the mast and would rather we "played around up there" than complained down below. Besides, we're not getting away with much. Since we're so all-important, we also get to fix the head later.)

Anyway, the rig check is just that. Bring everything you'll need to examine, lube, remove and repair anything that's up there. No use going up more than once if you don't have to. The "ditty bag" we generally bring up contains a few tools like a razor knife, screwdriver, marlinspike, pliers, wire cutters, a can of WD-40 or other spray lube, and a fresh tube of silicon sealant. Before she goes below (or before we go aloft), have your partner loosen all halyards — except the one you're on, of course.

Masts differ, obviously, so modify our check to fit your boat. We usually start by spinning the Windex and anemometer cups

if they're not moving already. Then turn and wiggle the various sheaves and blocks to make sure their bushings are okay. On halyards, look for kinks, flat spots or broken strands (they don't call them "meathooks" for nothing, so be careful), and check that they're tracking on the correct sheaves instead of beside them.

Check all fittings and swages for signs of wear, cracking or corrosion. Peeling paint is no biggie; cracked welds and elongated holes in masthead fittings are. Finally, check that the masthead tricolor is working. Don't look directly at the strobe to see if it's working unless you're into bouts of momentary blindness.

Moving down the mast, again be alert for any signs of bubbling under the sailtrack (aluminum masts) or rot on a wood one. Varnished masts, in addition to looking pretty, are easily monitored for rot; it turns the wood black. Painted masts are harder. Use a fingernail or the tip of a flat-blade screwdriver to poke lightly under and around various fittings. Rot also turns wood soft, so

the blade will slip in where the wood is going bad. If the whole blade, handle and half your forearm disappear into the mast, don't go sailing.

If your spreaders have those rubber or leather sail protectors on the tips, cut (or unscrew) them loose and have a look underneath. We've found all sorts of strange ecosystems flourishing there over the years. If they didn't keep the sails from chafing on the spreader tips, we probably wouldn't even reattach them. While you're there, check where the spreaders attach to the mast. Wiggle each arm to make sure nothing's come loose.

Finally, check all the fittings and their attachments at the base of the stick. Pay particular attention to the gooseneck fitting for the boom. Take it from someone who's learned the hard way: it's no fun when the gooseneck breaks. If it's not too much hassle and you haven't bent the main back on yet, we might even go so far as to recommend that you take the boom off and *really* check that gooseneck fitting.

On Deck

Now you can start at the bow. Lift the anchor(s) off their rollers and make sure the rollers roll and the CQR and Danforths pivot freely where they should. Check the anchor shackles for signs of wear and remouse the shackle pin if necessary.

Next, go over the pulpit gear — running lights, if that's where yours are; headstay fittings and turnbuckles and the strap that attaches the headstay to the deck. We generally like to take a wrench and screwdriver and crank the turnbuckle a few turns this way and that to limber it up. Then



An afternoon spent going over the boat could have revealed this badly-corroded chainplate before it — and the rig — failed.

goop a little grease or vaseline on the threads and slip the cover back down. Do this with all the turnbuckles and while you're at it, you might squirt a little Lifecaulk or similar stuff around the chainplates. Where they go through the deck is one of the most

SPRING PREP —

common places decks leak.

Next, start at the bow and walk each lifeline aft, giving every fitting and fairlead (through the stanchions) a good look. Give both top and middle lifelines on both sides a good wiggling. If the lifelines are really rusty, corroded at the fittings or more than about 5 years old, seriously consider having them replaced.

The windlass is next, if you have one. Check the oil level, unscrew and check the clutch thingamabob and grease the threads on the clutch engaging wheel.

If you've played your cards right, by the time you get to the cockpit winches, the Missus will be done with the interior. If not, squint concernedly at the winch, scratch your chin and grunt disapprovingly as you spin one of them. You're going to disassemble, clean and lube each one anyway, but she doesn't have to know that.

Winch disassembly for most boats is easy. Just remove the circular clip deaky — on some makes, it's a big screw — on the top and pull off the drum. There are only two or three sub-assemblies inside the average winch. You don't know have to know how they all interwork. Just make sure to get them all back together in the same positions and don't drop anything overboard.

What makes winches seize up is that the grease inside them coagulates. There's nothing you can do to stop this process; no miracle grease that never hardens. It happens to all winches sooner or later. The only two things that will vastly lengthen the life of winch grease are using it regularly, and when you're not using it, covering the winch with its own little cover. However, even the most pampered winches can benefit from a yearly

hour or so to rebuild them all. Incidentally, it makes the most sense to do them one at a time. Never mix parts from two or more winches.

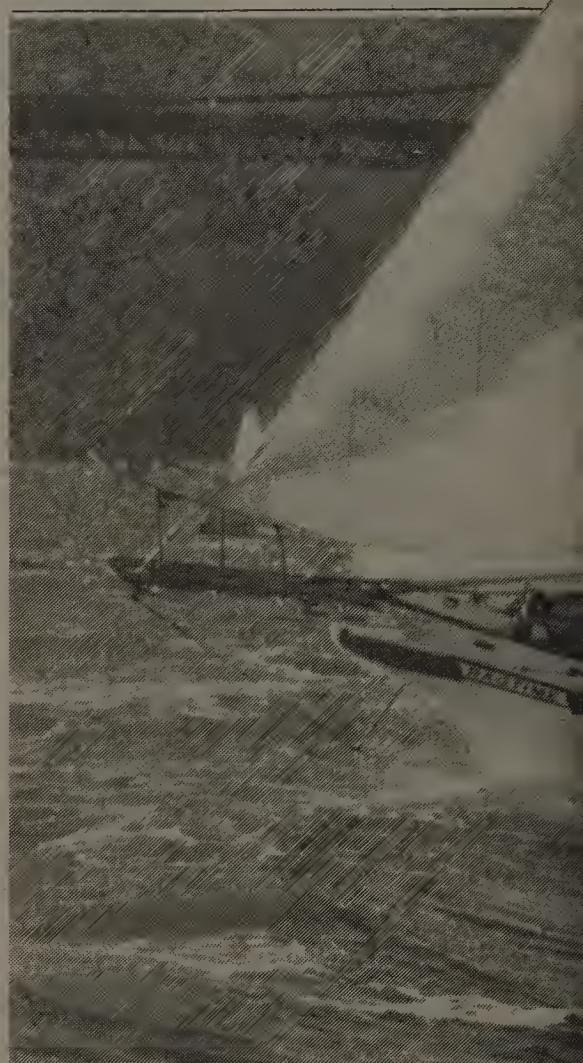
Once the drum is off, clean off the stump of the disassembled winch — the part still attached to the deck — with a solvent-soaked rag. Kerosene does a good job. Do the same with the roller and gear assemblies and the inside of the drum. Don't spill any solvent in the water! When everything's all clean and dry, lube the rollers and gears and slip everything back together. We always use a commercial winch lube for this. It's made to work when wet and won't ooze out onto the deck in hot weather.

Important Note: While all the gears and rollers like a good gooping, never grease the winch pawls, those little P-shaped things held in place in the drum by tiny springs. They're responsible for the ratchet action of the winch, and hardening grease can cause them to stick and fail, causing the winch to "lose its grip" and freewheel out of control. We've only witnessed it once, but what the windmilling winch handle did to the hands of both grinder and tailer as the sheet spun out makes us firmly committed to regular winch maintenance. A drop of light oil on each of the pawls — there are two to three in the average winch — should keep them in working order. And please replace any pawls that are chipped, frozen or that have buggered up springs. Replacement pawls are available and cheap at most chandleries for

Be alert for small cracks which can develop at the hull-to-deck joint.

most major brands of winches.

Okay with that? Sheet stoppers and any other fixed deck gear is next. Don't go crazy



with the WD on sheet stoppers. They're supposed to work a little stiff.

Finally, back aft, check out your man overboard stuff. Make sure the strobe works, that the flag is still attached to the pole, that the floating polypro line is still attached to everything. It's not a bad idea to throw the whole mess in the water just to make sure it doesn't all sink.

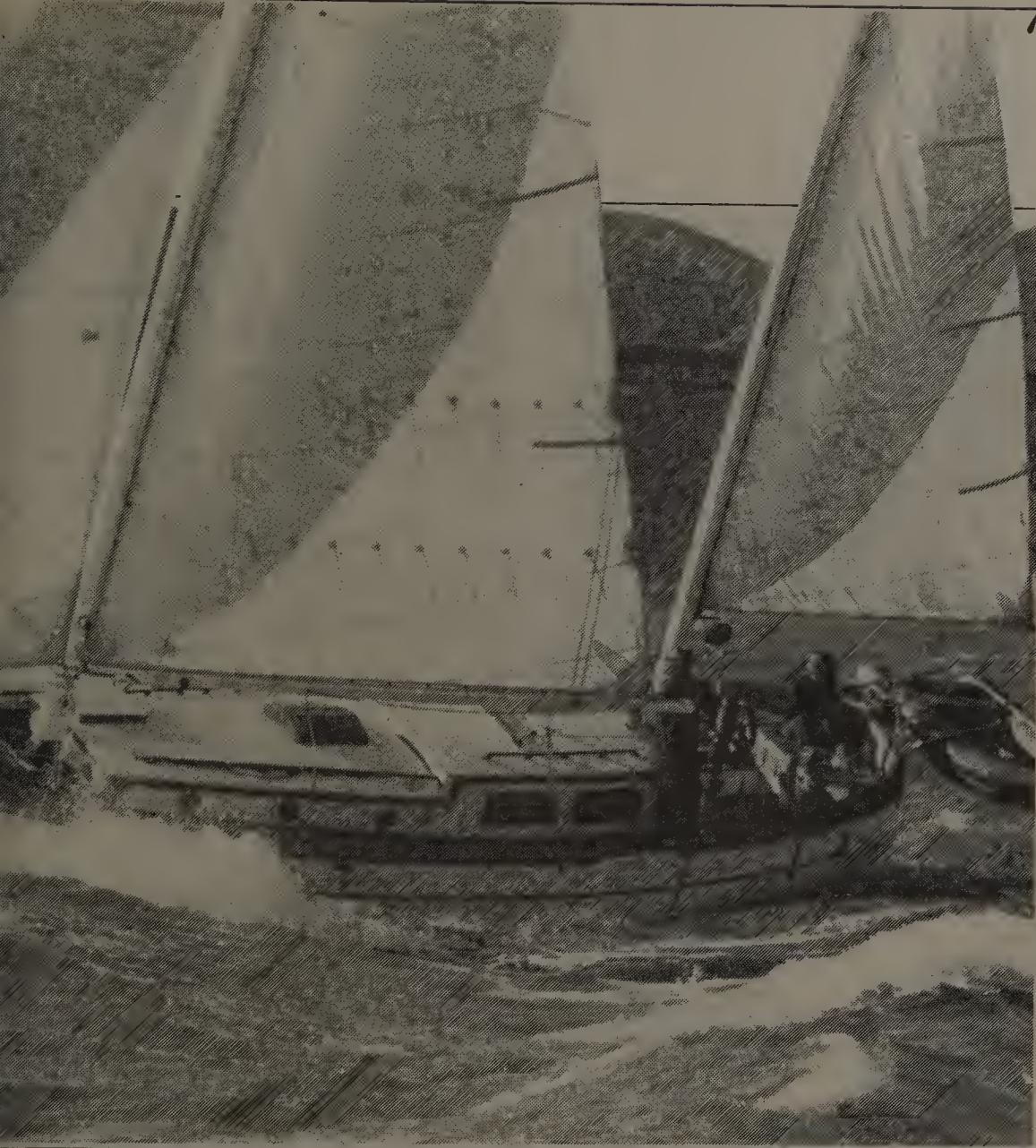
Next, break out all your running gear: jib cars, snatchblocks — anything that snaps, slides or rolls. If any of it is sticky or jammed, hit it with the WD or other lube and work it around until it works easily. Again, be cognizant of the environment while you're at it. Spray over an old towel or rag rather than over the water.

If you're feeling really industrious and/or it really needs it, think about end-for-ending the mainsheet, any all-rope halyards and even the anchor chain. You're right, that latter is a real pain and will probably get rust and crap all over the deck, but it could mean getting another season or two out of the gear that's unduly worn in certain spots. Even if you don't "endo" the rode, laying it out on deck or the dock will allow you to rinse it off, maybe put paint or tags every 25 to 50 feet, and check the bitter end when you go below.



tear-down and rebuild. Unless you have an old race boat with 47 winches — and that's just on the mast — it should only take an

'TIS THE SEASON



The spring shakedown cruise — best part of spring prep.

Below

As your last semi-enjoyable act before you get into the nitty gritty stuff, go over your electronics. Pull out the manuals (or FCC rules) if you need to, but run your equipment through what paces you can at the dock to make sure you won't get any surprises on the water.

Okay, the fun stuff is over. Change into your really grubby clothes, grab a cold drink and a bunch of rags and head below.

Once again starting at the bow, crawl your winter-softened bulk forward as far as you fit and check the bottom half of that headstay strap. It would be nice if all the bolts and nuts are there and secure. Appearance-wise, a little weepy rust streaking is okay, but beware of crusty rusting on a stainless fitting. It's a sign that the fitting has been working (wiggling), which causes the metal to become brittle and subject to snapping. Check each chainplate on the boat for the same things.

Since you're probably laying in the chain locker about now, you can now check that the bitter end of your anchor rode is well secured to the boat. If you neglected the

suggestion to pull out the rode while you were up on deck, we just hope your day in the Delta this summer doesn't come to a bitter end when your bitter end goes overboard. You think an anchor rode is grody at the dock, wait till you're slogging around some slough, up to here in mud, groping around for your anchor. Don't say we didn't warn you.

Throughhulls can be next. Starting at the pointy end of the boat, work each lever several times and screw each gate valve up and down several times. There's always at least one uncooperative one, and this is where your first bit of spring prep soul searching will likely come in. If you're going into the yard anyway, no problem. Break the seacock down for cleaning and reassembly then.

If you're not going in the yard, well...

The smart thing to do would be to lightly pound a soft wood bung in the throughhull from the outside, then go back inside and fix it. Or at the very least, try putting some penetrating oil on the bearing parts and trying it again in a few hours or the next day. However, we doubt that more than one of every three boats sailing anywhere in the world has all its seacocks working correctly. If it's just one fitting, we personally wouldn't lose a lot of sleep over

it. Just buy a set of those wood bungs and put them where you can get at them in a hurry if you need to. If it's more than one, or a really critical or hard-to-get-at one, go for the fix.

Which brings us to the engine room. Oh, quit pissing and moaning. If you'd care for this part of the boat like you should, you won't be here long. If not... well, if your hands resemble two lumps of grease-covered raw hamburger by day's end, it's your own damn fault.

First, check the various systems: the bilge blower, bilge pump, bilge sniffer alarm and so on. Then check fluid levels: engine oil, heat exchanger water if equipped, and batteries. (Top off batteries with distilled water only.) Then check the condition of engine zines, engine wiring and, for gas engines, at least one spark plug. If the deposits on its business end are minor and tannish in color, it's okay.

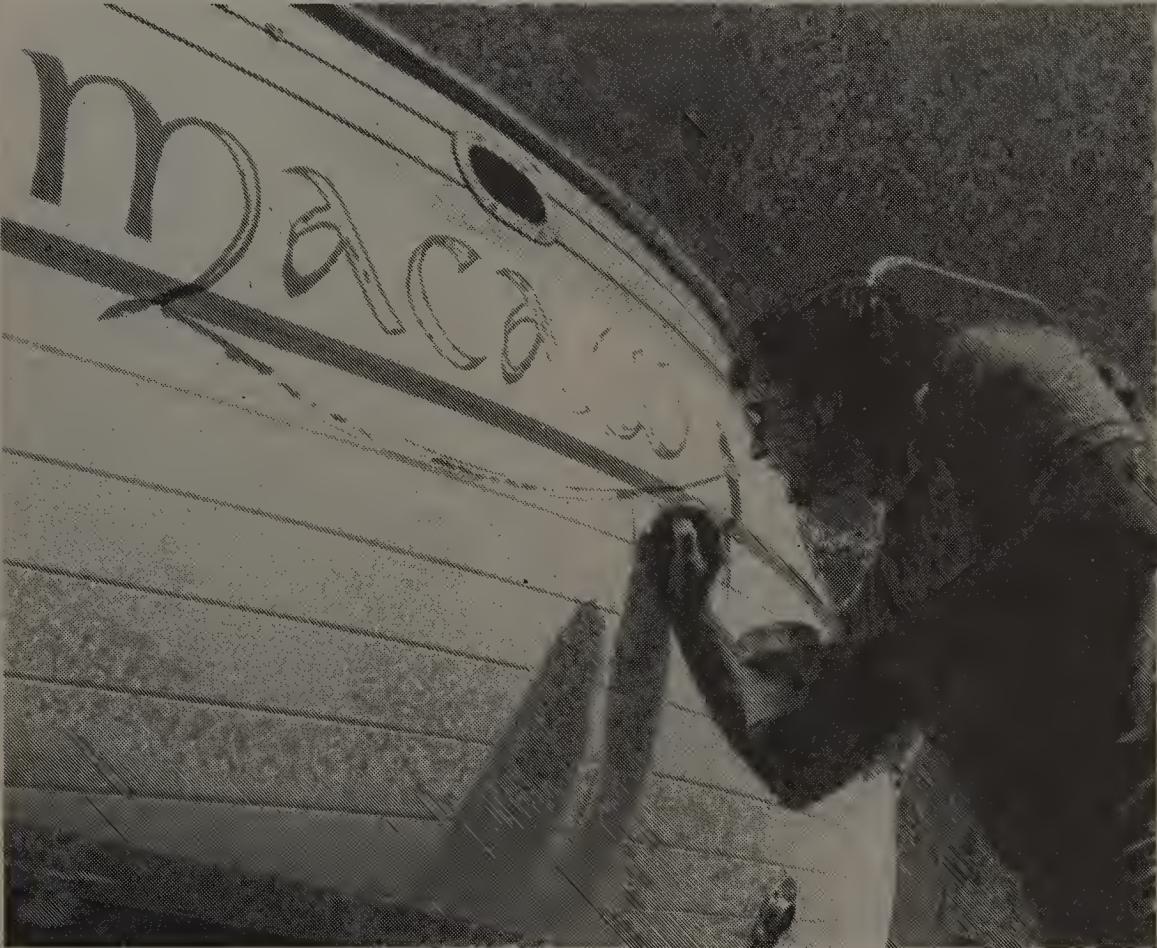
If you've rarely or never done it, it's a great idea to make spring the time when you replace all the replaceables and clean all the cleanables in the engine room. That means changing the engine oil and filter, putting new packing in the shaft log (and rudder



The bigger, older and 'wooder' the boat, the more spring prep it will need.

post log if you have one), a new impeller or diaphragm for the bilge pump(s), new zines, and clean or replace the salt water strainer, fuel filter, bilge pump intake strainer, etc. Having engine oil changed at a fuel dock is so quick and inexpensive, that's the only way to go as far as we're concerned. Also, if you don't already have spares on board, buy two each of the above expendables and

SPRING PREP — 'TIS THE SEASON



Finishing touches.

store one away. The next time you need them you might be far away from a chandlery.

After you do all that, fire the engine up and monitor it for 10 minutes or so to make sure nothing is leaking (except the shaft log — one drip every 15 to 30 seconds is about right). This step is especially important if after your repair work, you still have a handful of bolts left over. One of our favorite true stories is of the harbormaster who had to inform one of his tenants that his boat had sunk at its slip. "That's funny," said the guy. "I was just down fixing the head yesterday."

And speaking of the head, now you can start pissing and moaning, because that's where you're going next.

Of all the creative tortures known to man, we can't think of any more hideous than doing anything to a marine toilet other than using it. If given the choice, we would gladly do the mundane cleaning chores of 10 boats rather than work on the head of one. However, it has to be done, so it might as well be now while you're grungy from the engine anyway.

Hopefully, the little woman will have at least cleaned the thing before you get in there. Make sure all the fittings to the holding tank are secure — if you don't have a holding tank you can't legally use the head

in the Bay — and that all the levers and pedal works like they're supposed to without puking an inordinate amount of water all over your shoes. Here again, it's not a bad idea to replace packing under the various nuts, as well as the infamous flapper valve or its equivalent every spring.

If you're not up to it and things look like they're working, don't mess with it anymore. If the action seems only a little sluggish or restricted, squirt a shot of dishwashing liquid in the bowl and pump two or three times to get it into the system. Again — don't discharge anything overboard. The soap helps keep the rubber or leather parts soft and sometimes loosens built-up crud.

Complete your interior check with the rudder quadrant/steering cables if you have them; keelbolts if you have them; step point for the mast; bulkhead joints (which sometimes pull loose when the hull works) and any other structures or systems particular to your boat.

The Bottom

Most boats that aren't raced seriously only need to be hauled out every two years, which not so coincidentally is the average toxic life of bottom paint.

Although we've seen hardy boaters

careen their own boats at various places around the Bay, we really recommend against it. Not only for safety's sake, but because you can't help but put a lot more crap onto the beach and into the water than you would at a yard. Besides, yards usually include a power wash in the haulout charge, which is about half a bottom job anyway.

In fact, we recommend letting the yard do the whole job, including installing new zines on the shaft and (if needed) the hull. Also have them check and if necessary replace the cutlass (propeller) bearing and any rudder bearings, both big jobs you don't even want to think about doing yourself. You, meanwhile, can be repairing that/those sticky throughhulls.

Once back in the water, it's time for the best part of spring prep — sailing. While you're out there on the first sail of the season, give everything another quick once over (eyeball the rig from the deck). It's sometimes surprising what flaws will reveal themselves underway that don't in the slip. We knew one sailor whose engine only overheated while underway — never at the dock. Turns out that the hull moving through the water caused a big gooseneck barnacle to bend its head over into the raw water intake, partially blocking it.

If everything checks out, have a great summer of sailing. But even if your boat



Nearly every boat floating has at least one frozen seacock. This bastard was one of ours.

needs a few more days of work in the slip or yard, you'll still come out ahead. Back where they have "real" seasons, it'll still be another month before sailors start chipping their boats out of the glaciers.

— latitude/jr

Stacy's Marine Service

Your Gas and Diesel Engine Specialist
has opened a new sales, installation,
and repair office in Alameda Marina.

Over 20 years in
Marine Engines,
now serving
Northern California.

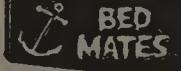


2005 Clement Ave.
Alameda, CA 94501
Fax (415) 521-9144
(415) 521-9050

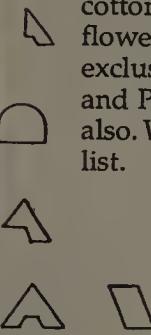
Kohler • Borg Warner • Northern Lights
Detroit Diesel • Volvo • Perkins • Cummins

Custom Bedding and Accessories

Tired of half-on, half-off uncomfortable sheets?
We customize any material, Percale Blends, 100%
cotton, flannel, in solid colors, patterns (stripes,
flowers); you specify your choice to fit your bunk
exclusively, with elastic. All Blankets, Quilts,
and Pillow Shams are tailored to fit your bunks
also. Write or phone for a free brochure and price
list.



P.O. Box 134
Poquonock, CT 06064
(203) 688-0468



ELECTRICAL SYSTEM AMP HOUR MONITOR

From Ample Power Co.



- True AH Computation For 2 Banks
- AH Consumed/Remaining For 2 Banks
- High/Low Voltage, Low Capacity Alarms
- Alternator Charge Amps
- 3 Bank Voltage Measurement and Much More!

SPARKY MARINE ELECTRICS
(415) 332-6726

STEEL for STRENGTH



FOLKES 39 STEEL CUTTER inside steering, 34hp Yanmar, aft double berth, raised dinette, windlass, DS, KM, VHF, and more \$94,900.
F-417 P.H. order this 41-ft John Simpson design now. Rounded chine and ready to sail for only \$129,900.

BELLHARDEN

New & Used
Steel Yachts.

#9 Squalicum Mall, Bellingham, WA 98225 Fax (206) 647-9664 • 1-800-542-8812

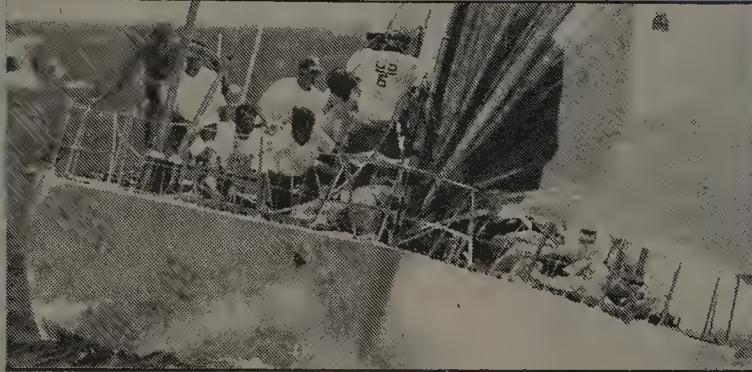
Doyle has made a startling discovery that's bringing in the silver on everything from Optimist Dinghies to maxi ocean racers.

Working with Delft University, we've learned that the fastest sails - no matter what their size - have elliptical aerodynamic loaded. In other words, they have just the right vertical distribution of shape.

Doyle's unique flexible membrane design allows us to build elliptically loaded sails for any size boat, providing a clear edge in speed. And the results prove it.



Doyle wins big.



Doyle elliptically loaded sails helped the 80-ft Frers maxi-boat, "Congere", dominate the 1988 Bermuda Race.

Doyle wins small.



Doyle elliptically loaded sails helped take first in Optimist Dinghies at Marblehead Race

MORC Internationals

First Overall — *No Surprise*

Four of the next six finishers had Doyle Sails

Five of the top five production boats had Doyle Sails

Globe Challenge

Bertie Reed — *Grinaker*

All Doyle Sails

Mike Plant — *Duracell*

Doyle spinnakers

Whitbread Around-the-World Race

24 hour monohull record — 408 miles set by *Fortuna Lights*

Bermuda Race

First to Finish — *Congere*

First Overall — *Congere*

Performance Trophy — *Congere*

First Overall in IMS — *Cannonball*

European 12 Metre Championship

First — *New Sweden*

IMS Santa Cruz 70

New record set in Halifax

Monhegan & Vineyard — *Starlight Express*

Carlsburg Single Handed Transatlantic

First Class C — *Curtana*

Optimist Dinghy Class Marblehead Race Week

First — *Banged Up*

Michael Rogers, 804 Kennedy St., Oakland, CA (415) 533-6980
San Diego (619) 226-2131; Newport Beach (714) 675-0982

DOING THE

Greetings from Los Tres Caca Cabezas of Bones VIII. You gave us a roll of film to shoot on the race, but never picked it up. So, being the enterprising and intelligent fellows that we are, we had it developed. Actually, we thought that maybe we could get several points of business taken care of at once...

First, we have included the negatives (we kept the pictures). Second, we gave Kirk Bewley and Chris Klein copies of February's *Latitude* — they're on Hayes, headed for New Zealand.

Since we know that's probably only good for two T-shirts and we're after three, we include the following account of the Manzanillo Race.

To begin, we received so many requests for the words to "Ocean Pokey" that, after we sobered up, we wrote them down, and herewith share them with our fellow yachtsmen.

"THE OCEAN POKEY"

You put the half-ounce up,
You blow the half-ounce out.
You put the three-quarter up,
Then you blow the ***** out.
You do the ocean pokey,
Then you wipe the sucker out.
That's what it's all about.

You stick the pole tip in,

You can't do a long ocean race without 'technical manuals'.

You pull the pole tip out.

You stick the pole tip in,

Then you rip the pole right out.

You do the ocean pokey,

Then you wipe the sucker out.

That's what it's all about

You roll the boom end in,

You roll the boom end out.

You roll the boom end in,

Then you blow the boom vang out.

You do the ocean pokey,

Then you wipe the sucker out.

That's what it's all about.

You bend the stanchions in,

You bend the stanchions out.

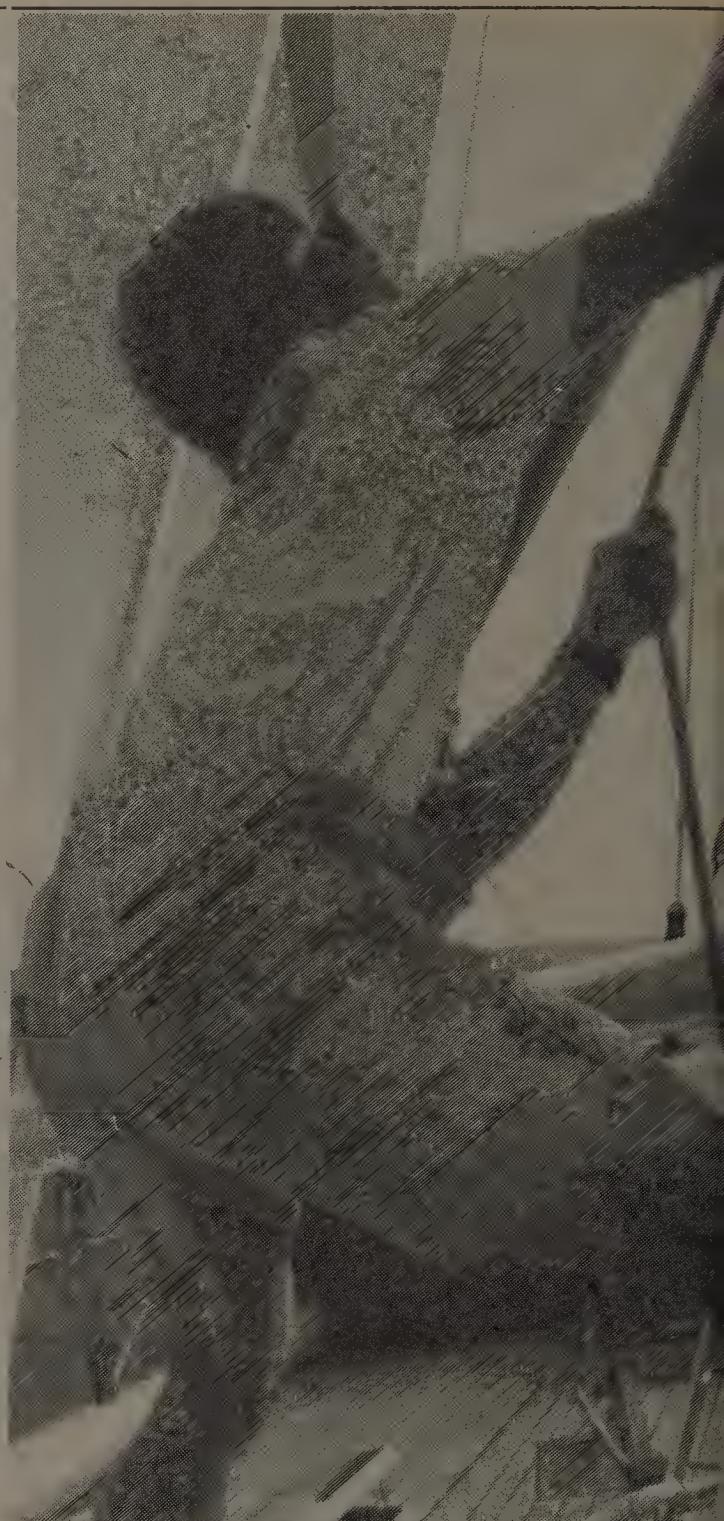
You bend the stanchions in,

Then you get the checkbook out.

You do the ocean pokey,

Then you wipe the sucker out.

That's what it's all about.



businessman.

Now, being sturdy sailors from Northern California, we didn't experience any of the

help but poke a little fun at our Southland neighbors....

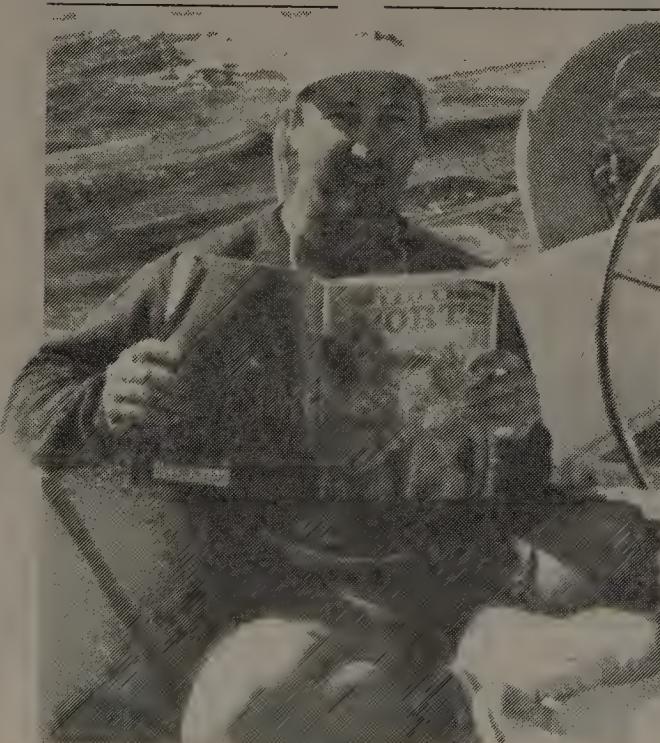
To fit in, we even thought about throwing

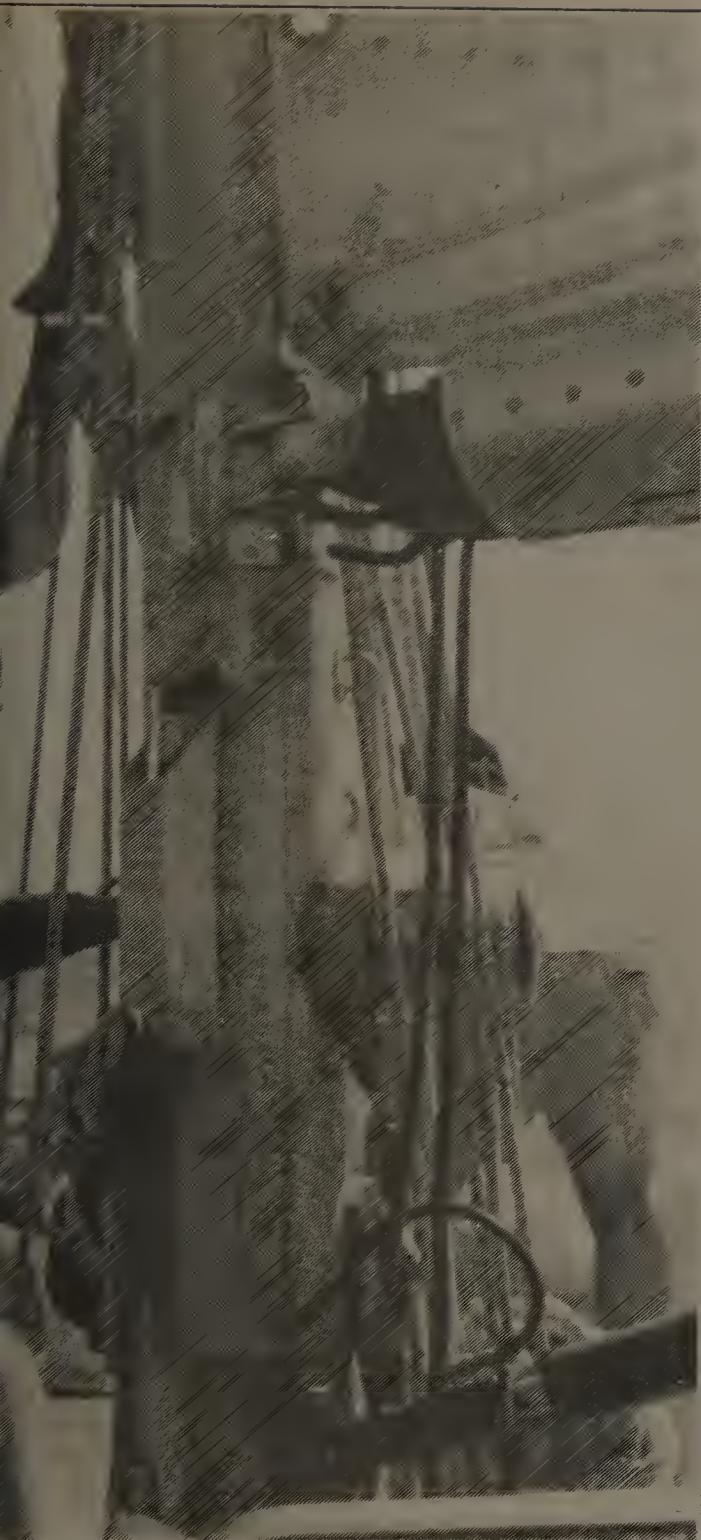
It was hard to believe how many people seemed to know us through the "Pokey." We'd probably have even more new friends if *Caca Cabeza Numero Uno* hadn't peeled one of the lizards off the wall and dunked him in hot sauce. That turned off most of the girls. Poor old *capitan* — he just had to sit there and watch it all happen. He really is a respectable

Uno picked one of the lizards off the wall and dunked him in hot sauce. That turned off most of the girls.

above-mentioned gear failures and associated problems. But after listening to the tales of disaster every morning on roll-call, we couldn't

a screwdriver overboard so that we could be just like all of the guys with broken and lost gear. I guess it's fun to race to





You put the half-ounce up...

Manzanillo on those sleds, but two of them blew up going just 100 yards to the gas dock after we got there.

Okay, now about the pictures. Most of them are self explanatory, but a few need interpretation.

The two watches on the boat were divided by age. The "old farts" and the "young whippersnappers" (which included Los

Tres Caca Cabezas). Now, I guess that we young, virile studs rode the grampa watch pretty hard, because after three or four days, they weren't talking to us anymore. So, to try and restore harmony to the vessel, we became "the kinder, gentler watch."

We started doing things like airing out their bedding and turning down the covers. We even included appropriate "technical manuals" — you know, Miss August, etc. — for all of the codgers. As you see by

ALL PHOTOS LOS TRES CACAS CABEZAS

the photos, we went so far as to develop a "suggestion box".

Alas, our efforts at restoring seagoing bliss were not appreciated, so the next day, we became the "meaner, more spiteful watch", with new and improved snide comments. I guess you gotta do what you gotta do.

Actually, truth be told, we got along okay, but it was kinda fun to see if we could get under their skin a bit. (Had to put that in: Capitan will read this.)

I hope this gets there in time so that we can become famous, but if it doesn't, that's okay, too. We could go on about all of the other great things that happened at Manzanillo, like meeting real live movie stars and their wives at the awards dinner. Or



The cacas cabezas went to any heights...

of "polite company."
— *los tres cacas cabezas*

a local beauty in her native language — "Estoy muy encantada con su ojos" — until he told her that "her head looked like a shoebox."

Unfortunately, however, we can't tell you all those stories because when we're

... or depths to have fun in the Manzanillo Race.

Editor's Note: The preceding is one reason why putting out a sailing magazine is never boring. It and the negatives just arrived one day out of the blue. We still have no idea who the 'Cabezas really are. We can tell you a bit about their boat, though. Bones VIII is an SFYC-based Swan 48 owned by Bill "el capitán" Chapman of Stockton. The only Northern California



about how well Caca Cabeza Numero Dos was doing at picking up

not sailing, we have real jobs and have to be respectable in front

entry in this year's Manzanillo race, Bones VIII took fifth in IMS.

USER FEES —

Just when you thought it was safe to escape politics by going sailing — user fees are back. Yes, like bad sequels to a movie that should never have been made in the first place, we count this as the tenth time the question of user fees has come before Congress in as many years. You'd think with nine sound defeats since 1980, certain lawmakers would take the hint, but as we all know, you check logic at the door on Capitol Hill. For more on the current situation, we reprint the following legislative alert from Jay Brown, president of the National Boating Federation.

On January 29, the Bush Administration's Fiscal Year 1991 budget proposal was sent to Capitol Hill with a provision to charge each recreational and commercial boater using waterways patrolled by the Coast Guard \$25 annually for a decal. The budget looks for \$200 million in Coast Guard service fees in 1991, \$208 million in 1992, \$216 million in 1993, \$223 million in 1994 and \$230 million in 1995.

It sounds like the same old tune, but this year it may be orchestrated differently. Our friends in Congress, on the authorizing and appropriating committees, clearly do not want user fees. The Office of Management and Budget recognizes that. So, instead of going the usual route, OMB may tell Coast Guard user fees into an Omnibus User Fee Bill and pursue it through the revenue raising committees, i.e., the House Ways and Means Committee and the Senate Finance Committee. In this way, user fees designed to raise revenues are likely to receive a more favorable reception.

What's \$25 a year to a boater? User fee proponents characterize the nation's boating fraternity as a bunch of "fat cats" who spend far more than that on Gucci loafers and bottles of Chevas Regal. Besides, it is claimed, boaters are getting a free ride on Coast Guard Service.

We beg to differ! Through Wallop-Breaux Fund's Boat Safety Account, recreational boaters will have paid more

than \$141 million into the Coast Guard's Operating Expenses Account by next year — \$15 million in both 1986 and 1987,

SINKING OR SWIMMING

There's been a bit more confusion over User Fees this year than most. The main misunderstanding seems to have stemmed from a federal excise tax on boats that was proposed just before Christmas. Also called a "user fee" by Administration officials, it would have raised \$100 million to fund — are you ready for this? — urban park land acquisition and a presidential tree-planting initiative. The bill was rejected by all segments of the boating community, and went down to defeat shortly before the new year.

The proposed User Fee described in this article, on the other hand, is very much alive at this writing. It is presently under review by the House Budget Committee.

Boat/U.S., another federal watchdog agency, cautions boaters "not to be worn down by this 10-year-old battle" — or just to assume that other people will take care of the problem for them. "This is the first time that (the proposal) has gone to committee," says Boat/U.S.'s Mike Sciuilla. Without the backing of several of the shipping lobbies as in the past, he likens the situation to being cast adrift in a raft riddled with holes. "This time, we're going to have to bail ourselves out."

WHERE TO WRITE

The proper etiquette when writing to a Congressman or Senator is to precede the name with "The Honorable"...

Northern California House Delegates (write only the one in your district)

Douglas Bosco, 777 Sonoma Ave., #329, Santa Rosa, 95404
Barbara Boxer, 3301 Kerner, #390, San Rafael, CA 94901
Tom Campbell, 599 N. Matilda Ave., #105, Sunnyvale 94086
Ronald Dellums, 201 13th St., #105, Oakland, CA 94617
Don Edwards, 1042 W. Hedding, #100, San Jose, CA 95126
Vic Fazio, 2525 Natomas Park Dr., #330, Sacramento, CA 95841
Wally Herger, 20 Declaration Dr., #B, Chico, CA 95926
Tom Lantos, 400 El Camino Real, #820, San Mateo, CA 94402
Richard Lehman, 2115 Kern St., #210, Fresno, CA 93721
Robert Matsui, 650 Capitol Mall, #8058, Sacramento, CA 95814
George Miller, 367 Civic Dr., #14, Pleasant Hill, CA 94523
Norman Mineta, 1245 S. Winchester Blvd., #310, San Jose, 95128
Charles Pashayan, 1702 E. Bullard, #103, Fresno, CA 93710
Nancy Pelosi, 450 Golden Gate Ave., #13470, SF, CA 94102
Norm Shumway, 1150 W. Robinhood, #1-A, Stockton, CA 95207
Pete Stark, 22300 Foothill Blvd., #1029, Hayward, CA 94541

Chairman of the House Budget Committee (now reviewing the budget)

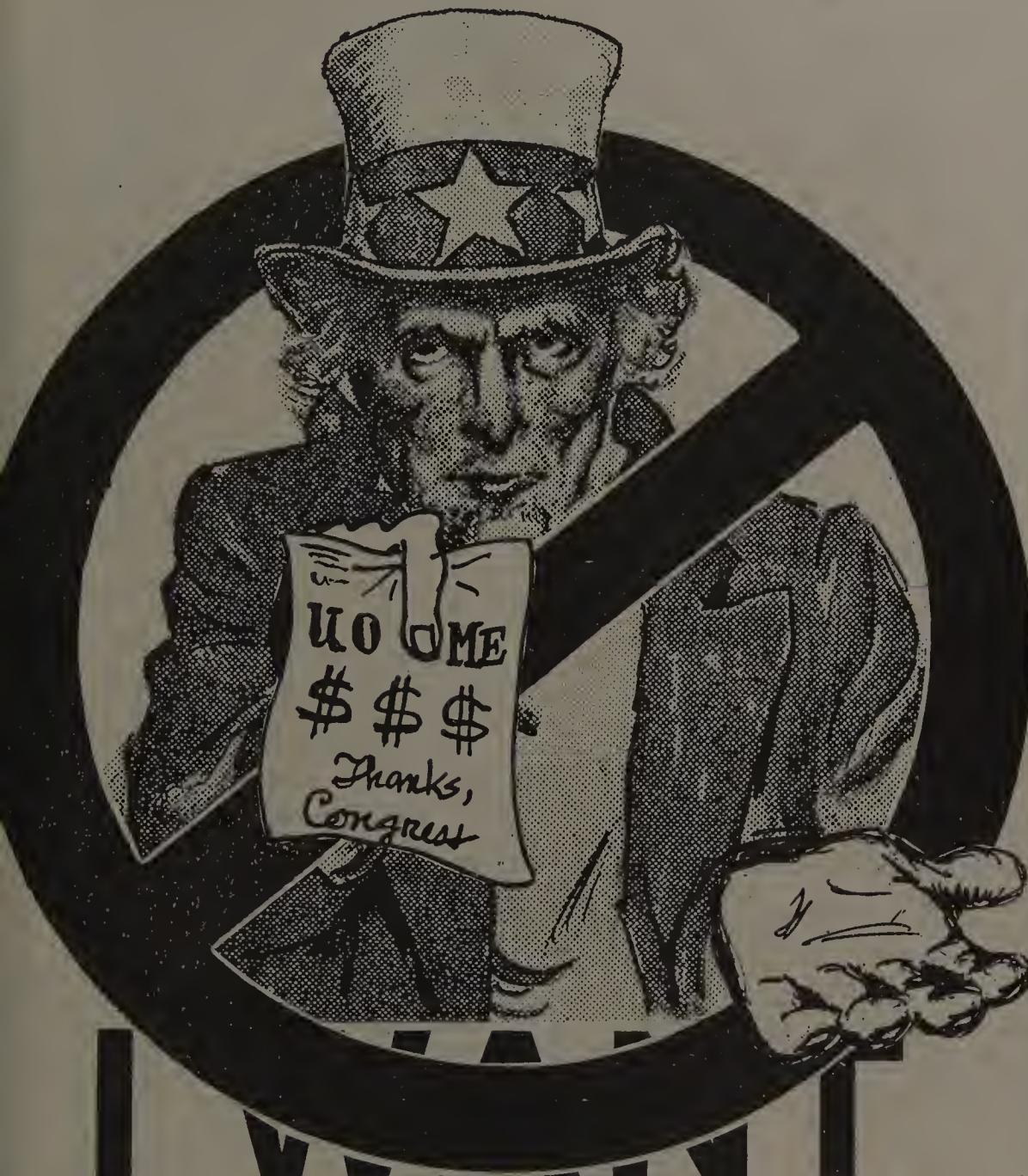
Leon Panetta, 380 Alvarado, Monterey, CA 93940

House delegates are also reachable in the capitol by writing c/o the U.S. House of Representatives, Washington, D.C. 20515

\$21.6 million in 1988, \$30 million in 1989, \$29.9 million in 1990 and \$30 million in 1991. The money comes from federal tax

on fuel paid by boaters every time they gas up. Where it goes in the Coast Guard's O.E. Account we cannot say, because the Department of Transportation (the Coast Guard's parent agency) does not publish a breakdown of expenditures. We are informed that the O.E. Account is used partially to fund Coast Guard programs that benefit recreational boaters, e.g. search and rescue, aids to navigation and recreational boating safety. But... don't forget that the Coast Guard is a multiple mission agency. For all we know, boaters' money may well be diverted to drug interdiction and military readiness programs which are the highest priority missions of the Coast Guard these days, and should be funded by general tax revenues.

It isn't the Coast Guard's fault. It has its own set of budget-related problems, having to compete with urban mass transit, the FAA and other transportation problems within the Department of Transportation's budget ceiling, known as function 400. The difficulty is that any funds appropriated for the Coast Guard, even from distinctly marine sources as opposed to general revenues, count against the Department's overall budget ceiling. Consequently, year after year there is a budget squeeze on the Coast Guard, not for lack of funds, such as the Coast Guard's share of the Wallop-Breaux Fund's Boat Safety Account, but due to competition under the Department's budget ceiling for appropriations for various transportation programs. Ideally, we would like to see the *modus operandi* changed so there is no possibility of recreational-boating-generated revenues being diverted to Coast Guard missions that have noth-



MONEY

ing to do with recreational boating. Then the Office of Management and Budget would not have to pursue boaters for user fees. We would like to see the system changed to get the Coast Guard out of Function 400 so that there is no possibility of Coast Guard-intended revenues being diverted to other DOT programs.

Unless and until that happens, recreational boaters are justified in protesting the implementation of user fees.

It isn't just the \$25. It's the principle of the thing.

What can you do?

Join the protest. For 25 cents, the price of a first class postage stamp, write your Congressman that you object to being forced to pay another \$25 in the name of Coast Guard service. Cite any of the above, or any

of the following reasons.

1) What services does the Coast Guard render specifically to the recreational boater? The Coast Guard defers to commercial towers and to the Coast Guard Auxiliary in non-

"The Exxon Valdez and your nephew's 8-ft rowboat would each pay \$25 — no more, no less!"

emergency search-and-rescues; and to the states in recreational boating safety law enforcement. There is even support within the Administration for privatizing aids to navigation, most of which are maintained for commercial and military vessels anyway.

2) There is a more fundamental question: How will the money in fact be used? Operation and maintenance of services uniquely benefitting recreational boaters, or a design for helping the budget people at OMB and the Department of Transportation to underwrite other programs not associated with recreational boating?

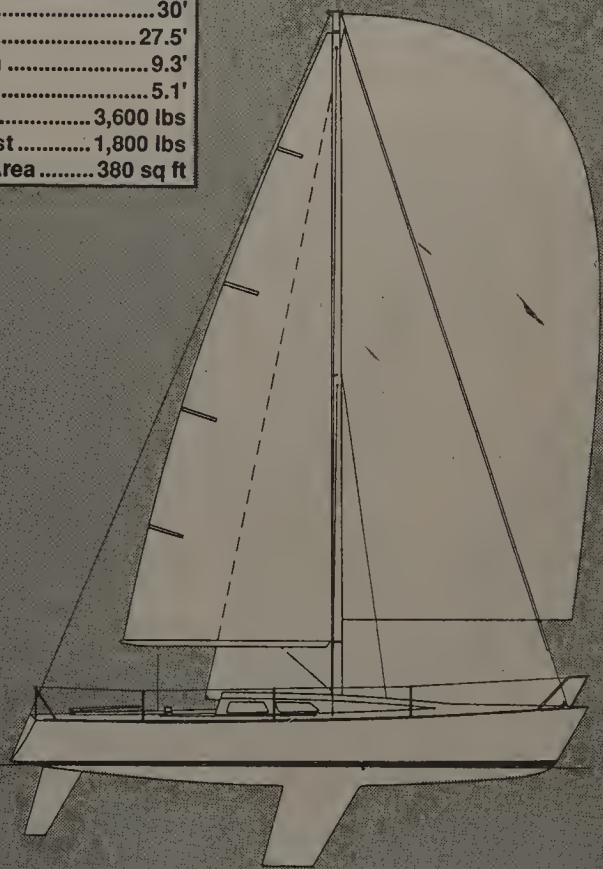
3) Recreational boaters resent being mislabeled "fat cats" and "free riders." Why should they have to fork over more to the government when they already pay hundreds of millions of dollars in taxes every year, with no accounting and no guarantees that the money will be spent for their benefit?

4) Regressive? Just a bit: the way the quotation (from President Bush's proposed fiscal 1991 budget) reads, the *Exxon Valdez* and your 10-year-old nephew's 8-ft rowboat EACH pay \$25 — no more, no less!

5) The administration has pledged "no new taxes" — and to exact a user's fee where no services are rendered is a euphemism for a tax. If additional Coast Guard user fees are incorporated into an Omnibus bill that is sent to the tax writing committees in Congress, the wraps are off. It is a vehicle for taxation, not a bill for services rendered. The recreational boater does not want a "Duck Stamp" — nor does the Coast Guard!

— jay h. brown, president,
national boating federation

LOA	30'
LWL	27.5'
Beam	9.3'
Draft	5.1'
Displ	3,600 lbs
Ballast	1,800 lbs
Sail Area	380 sq ft



OLSON 30

Somehow, it seems appropriate that the origins of the Olson 30 can be traced, indirectly at least, back to the most famous ULDB of all time — Bill Lee's 67-foot masterpiece, *Merlin*. Three couples from Santa Cruz (Don and Susie Snyder; Dennis and Rainy Bassano; George Olson and then-girlfriend, now-wife Lyn Neale) were bringing *Merlin* back from her record-shattering '77 TransPac debut, and there was obviously still magic in the air...

"As we drifted through the High, we collectively dreamt up the ultimate Wednesday night boat," remembers Susie Snyder. "We decided the boat would be named *Pacific High* — her mission was to beat the Santa Cruz 27s, the hot boats at the time." Unlike 99% of such delivery fantasies, *Pac High* actually came into being. The so-called SOB 30 (Snyder, Olson, Bassano) splashed down in May 1978, and was an overnight sensation.

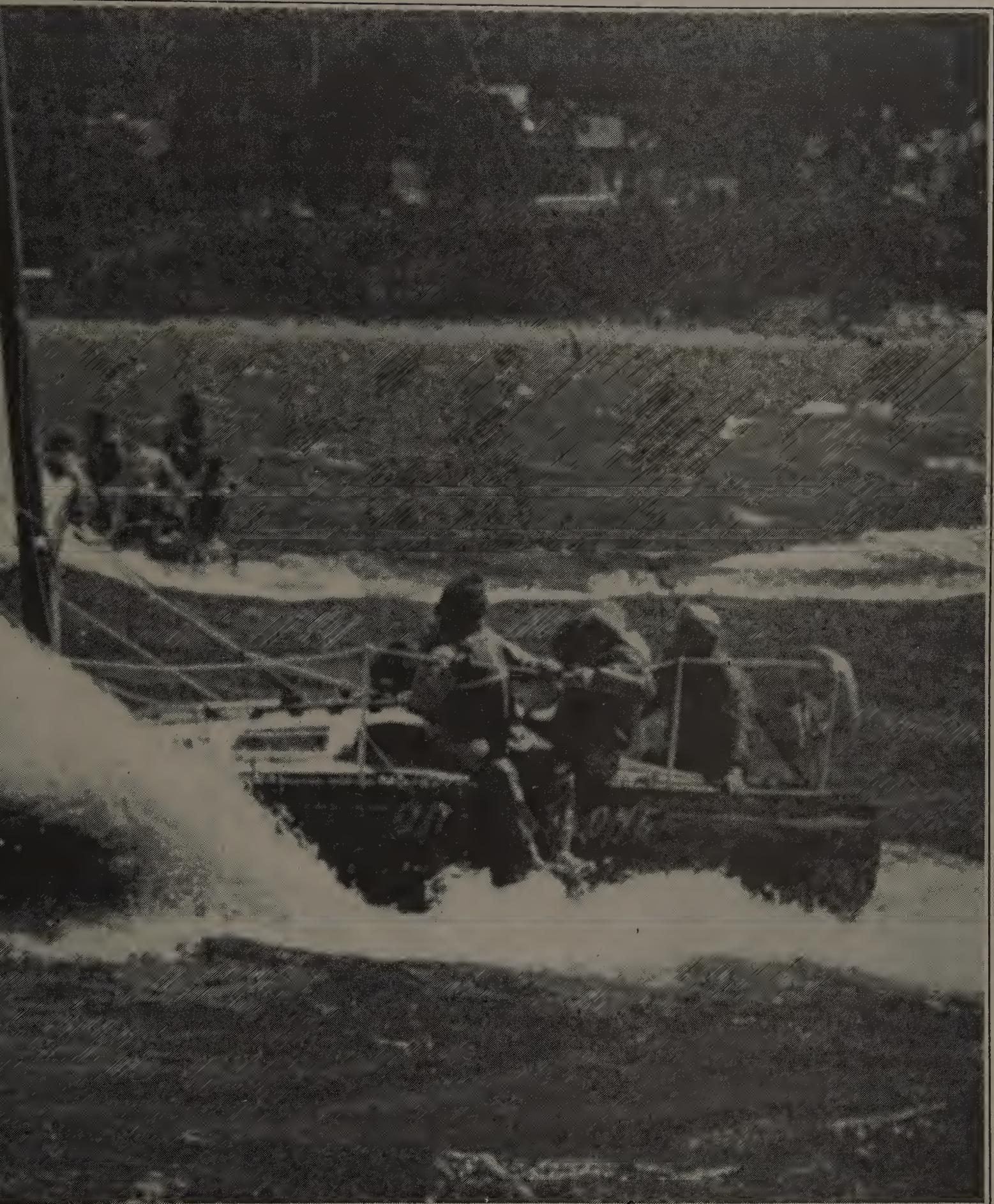
The sleek, low-riding design immediately caught the eye of a Santa Barbara doctor (and SC 27 owner) named Gordon Hall, who put up the seed money to bring a tamer, more bomb-proof version of *Pacific High* into production. Thus was founded the now-legendary Pacific Boats, a Santa Cruz-based company which would eventually crank out some 240 Olson 30s between 1979 and 1983 (as well as untold other Olson 25s, 911s, 34s, 40s and other boats). The principals in the new company were Olson and Neale, who were CEO and office manager respectively, and Alan Wirtanen, the production manager.

Olson and Wirtanen both left jobs at Bill Lee Yachts to start Pacific Boats because, according to Olson, "We wanted to keep making small boats — we weren't into building SC 50s." They'd worked on the SC 27 together (Santa Cruz cognoscenti credit Olson with designing that boat — as well as the Moore 24 — though his name is appended to neither), and were eager to explore the concept of a maxi-midget ULDB ocean racer.

Olson 30 hull #1 rolled off the assembly line in the fall of 1978; shortly thereafter the partners sold 18 O-30s at the Long Beach Boat Show. "That was when we realized we were on to something," recalled George. "A few years later, in our heyday, we had 40 employees and were cranking out a 30 every 3 days."



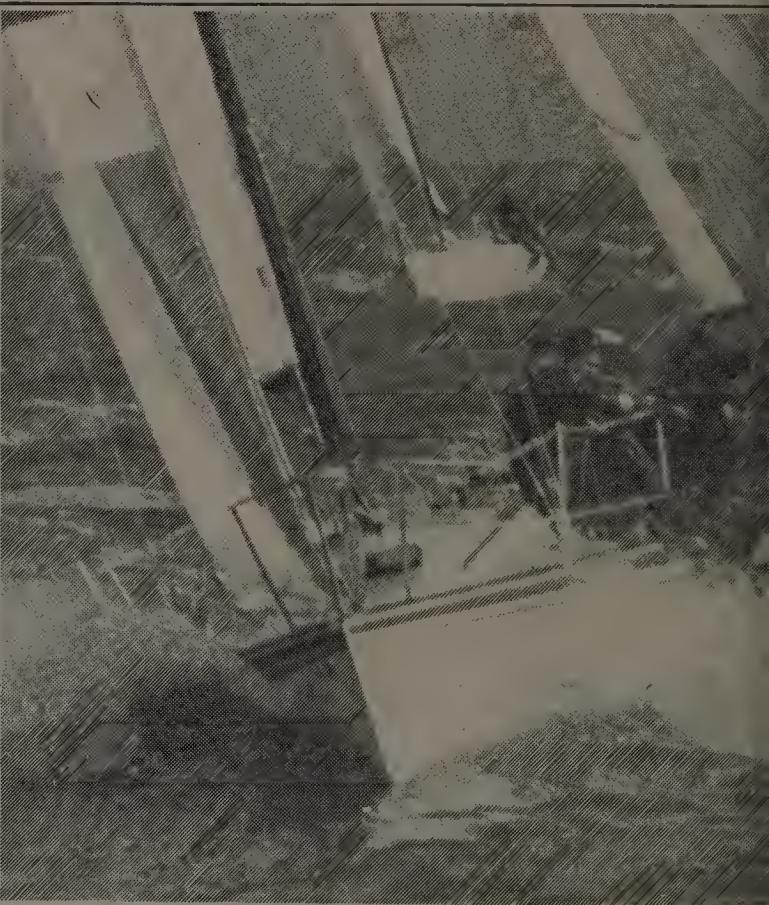
"On to something", indeed: the boats went on to become the most prolific ULDB racer/cruiser of all time, outselling the Moore 24 (of which about 130 were made), the SC 27 (140) and the Express 27 (116). With the exception of the Hobie 33, it's also the largest production boat ever designed that still fits on a trailer and doesn't use an inboard (though some 5% of the O-30s were equipped with inboards, mostly boats shipped to the Great Lakes). The spartan-interior boats never were cheap (a bit over \$30,000 full-up), but they were so well made and such a blast to sail that they soon developed a near fanatical following. The boats proliferated, with the biggest fleets forming in Santa Cruz, San Francisco, Lake Tahoe,



Southern California, Annapolis, Houston and Atlanta.

Aside from one design racing (which Santa Barbara sailmaker Kevin Connelly dominated with *The Source*, winning the first three nationals from 1979-81), the boat proved to be a PHRF trophy machine, particularly in light air and/or downwind races. Dick Heckman's *Saint Anne* proved to be lethal in midwinter races and in the MORA competition; Matt Lezin and Tom Akrop's *Animal House* still cleans up in Santa Cruz; Olson 30s have dominated the Singlehanded TransPac for the last decade (Bill Stange holds the current elapsed time record of 11 days, 15 hours and 21 minutes, set in 1988 on *Intense*); the victory list goes on and on.

Lightweight (3,600 pounds, with an adrenalin-pumping displacement/length ratio of 77) and responsive, the O-30 remains a thrilling boat to sail. Despite its image as a macho heavy air dragster, the O-30 design is actually geared more towards light air performance: it can sail way over its NorCal PHRF rating of 96 in anything under 5 knots of breeze. The boat really flies in heavy air too, but as any O-30 owner can tell you, it suffers from control problems when running with the throttle wide open. A lot of O-30 masts tumbled in the early days (particularly in MORA's San Diego Race), which was one of the reasons the class switched to the more modern (and safer) two spreader rig.

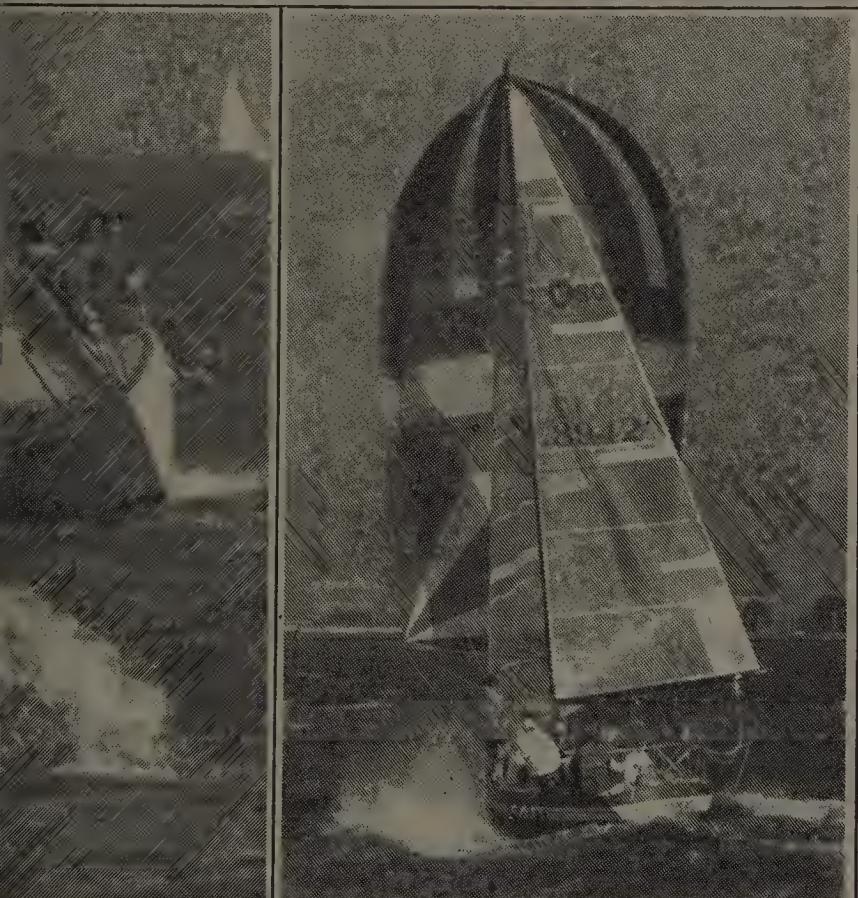


The challenge of keeping the boat right side up in high winds, however, is seen by most as part of the fun. Like a 505, the boat rewards good crew work and boat-handling skills, quickly separating the champs from the chumps. "If you're afraid to set a chute on the Bay in the summer, you don't have a chance in our one-design fleet," states Albert Holt, owner of the aptly named *Think Fast*. "If you lose

control — which is easy to do — it's unlikely you'll ever catch up with the leaders."

Fortunately, the Olson 30 is a rugged boat, built to take all kinds of crash n' burn abuse. For instance, hull # 1, the Dana Point-based *Mas Rapido*, was one of only 6 boats to finish what was probably the windiest (60 knots) Mexican Race ever, the 1979 La Paz Race. And

OLSON 30



in the summer of 1980, during a "cruise" across the Atlantic, Hank and Mike Grandin's *Tinsley Light* was rolled 180° while riding out a 60-knotter under bare poles. "We were both below in our bunks," remembers Mike. "Suddenly, we were lying on the cabin top. About 15 seconds later, the boat popped back up — amazingly, the only thing that broke was the cast aluminum tillerhead."

"In retrospect, maybe we built them too well," laughed Olson recently. "We were unclear on the concept of 'planned obsolescence'!" Olson knew the party was over when, during a one year period in '83-84, they didn't sell even one new O-30. "The market was saturated; we were competing, quite unsuccessfully, against our used boats," he said. "We knew it was time for a change."

Rather than hang on to the Olson 30 mold waiting for a few more orders to trickle in, Olson did what any great sculptor of limited editions would do — he destroyed the mold. Actually, he put it to good purpose, chopping it up and reshaping it to create the Olson 29, a fractionally-rigged, elliptical-underbody, open transom "turbo" version of the 30. "The 29 was my favorite boat," claimed George, "but it all started with the 30."

After building about 30 of the 29s, Pacific Boats closed in 1987. "That was real blow to yachting," said Carl Schumacher. "As far as a lot of us are concerned, George was the best fiberglass guy ever in Santa Cruz. He was a real artist." Olson, who now builds sets and props for theme parks, shrugs it off philosophically: "Building boats was fun, but the market went away."

Ironically, now that the O-30 mold is gone ("Actually, there is another mold," confided George. "But it's buried in a guy's backyard in Aptos, where it serves as a pond for Japanese carp."), the class is experiencing a revival. With used boats now going for \$16,000-\$20,000, a new generation of sailors has discovered these built-to-last boats. In fact, the San Francisco fleet — which in the late '80s has been dominated by Bill Coverdale's *Killer Rabbit* in the summer and *Think Fast* in the winter — has doubled in the last few years, and the enthusiasm is echoed down the coast.

These days, the SF Bay Olson 30 fleet regularly fields 10-12 boats on the line, each crewed to the 1,300 pound limit (seven people) and most sporting kevlar sails and lines, double spreader rigs and adjustable jib leads. "I'm glad the class has developed with the rest of the world," said Olson.

Yet despite the recent infusion of talent and technology into our local fleet, it was a pair of Southern California boats that came out on top in last summer's Saint Francis YC-hosted O-30 Nationals: Mark Folkman's *Moustache* won, while Jim Morris' *Aliens Ate My Buick* took second. That probably didn't sit too well with '89 ODCA season champion Barry Danieli — who came in third with *Impulse* — or the rest of our local guys. Plans are already being made to reclaim the title when the Nationals are held in King Harbor on July 17-21 (right after the "feeder" race to Catalina).

But not everyone that has an Olson 30 feels compelled to race them in the Nationals. *Latitude 38* happens to own an O-30 (hull #26, *Little O*), and we're quite content to just roam the Delta or enter the random beer can race with her (or, as in the case this month, trailer her to Mexico for Baja Haha for the second time). As we told Olson, having *Little O* at our disposal is one of the nicer perks about working here.

Small world, he said, or words to that effect: before that boat belonged to *Latitude*, and before she belonged to Chuck Hawley, she belonged to Olson himself. "That was our 'shop boat', and she was my favorite 30," said Olson. "She has four different kinds of winches and all types of mismatched gear on her — leftovers, freebies and so on. That's why she was originally named *Collage*."

Was it pure coincidence, we wondered — or some kind of cosmic sign — that Olson's 'shop' boat has ended up as our 'shop' boat? Whatever the case, we agreed that hull #26 is a special boat, one that's provided a whole lot of people with giggles and thrills over the last decade.

And other Olson 30 aficionados are equally passionate about their boats. Admittedly, they're not for everybody — but the sailors who have 'em, love 'em. What higher measure of a boat's success can there be?

— latitude/rkm

THE 1990 CRUISING, DAYSAILING AND

What the heck is going on here?

There we were, reading another "doomsday for the sailing industry" article in some trade magazine, when the typesetter staggers in and dumps a huge box of pages on our desk, causing it to sag in the middle and creak ominously. We quickly whipped our feet back onto the floor just in case.

"What's this," we asked, "the draft for the *New Oxford Dictionary of the English Language*?"

"No!" she snarled, mopping sweat from her brow. "It's your damn Crew List! And you owe me big time for doing it this year, buster."

What?

Hey, we're not kidding — exaggerating, maybe, but not kidding. You're looking at the all-time biggest Cruising, Daysailing and Co-Chartering Crew List *Latitude* has ever run. Only one category remained the same. A couple more grew in only moderate leaps and bounds; and the remaining eight categories doubled in size. Heck, there were even a couple categories back that we haven't seen for a while: "Women Looking for Cruising Crew" and "Women With Boats for Daysailing."

And they say sailing is suffering.

Those of you who signed up will already know what you're looking for in a boat or crewing situation. You old hands that have done this before are probably already at the phone punching numbers. Even you Crew List virgins shouldn't have much trouble figuring out how to use the List, though. As ever, you don't have to be listed here to use the Crew List. All we ask is that you read and acknowledge the "Important Notice" in the gray box at the top of this page. To regular readers who (like us) can probably recite this ditty by heart, seeing it in every Crew List must remind you of the warning required on packs of cigarettes. Quite the contrary, as a matter of fact:

IMPORTANT NOTICE: The *Latitude 38 Crew List* Advertising Supplement is for informational purposes only. *Latitude* does not make or imply any guarantee, warranty or recommendation in regard to the character of any of the

age, address and/or phone contact and — in code — a short history of skills, desires and/or the destinations they're interested in. Of course, entries for boat owners also list the type and size boat. To "break" the codes, look in the appropriate code box.

Then all you have to do is pick up the phone (or pen in the case of addresses) and get to work. Contact the person or persons that sound the most compatible to your situation. Talk, meet, go for a trial sail if there's time, and you're set! It really can be that easy. If at first you don't succeed, try, try again. As a great philosopher once observed, "persistence alone is omnipotent."

E

Everyone in the world is invited to our spring Crew List Party. It will be held April 12 at the Corinthian YC in Tiburon from 6 to 9 p.m. (Guest dockage is limited at CYC; if you're planning to come by boat check out the tie-up situation by calling Linda at 435-4771.) If you're listed here, or in March's *Racing Crew List*, just point your name out to our people at the door and you get in free. If you're not on the list, you have to pay the same as what the people on these pages paid: \$1 for boat owners looking for crew (racing or cruising) or offering daysailing; \$5 for everybody else.

For Crew Listees, the Crew List Party is a great place for a first meeting, a great way to look for and meet the types of people you're looking for (boat owners wear blue or red name tags, crew wear green ones); or just a good excuse come by on a Thursday night and talk boats with a bunch of sailors motivated to expand their horizons.

USING THE CREW LIST EFFECTIVELY

1. Unless your first contact sounds very promising, don't rely on just one phone call or letter — and don't just sit around hoping the boat owner or crew will call you. Cruising crews are among the most difficult of all sailing groups to put together. Not only does the mixture of skill and responsibility have to balance out, but everyone aboard has to be compatible with each other for extended periods in a space that could sometimes drive lab rats berserk. One of the real advantages of the Crew List is that it allows both crew and boat owners to "shop around" for the best situation. Take advantage of it while you can.

2. Be honest. Somebody recently commissioned a huge survey (don't these people have anything better to do?), which revealed that around 75 percent of men and 60 percent of women have lied to partners in order to obtain sex. Apparently all really is fair in love and war. In sailing, however, BSing just doesn't get it. On most boats,

honesty is more highly regarded than ability, anyway. Nancy has her "Just Say No"; we here at *Latitude* have "Just Say So." If you don't know something, just say so. If you persist in silver-tonguing your way into a position above your abilities, we guarantee it will come back to haunt you sooner rather than later. So don't do it.

3. Whichever side of the fence you sit in the sex/honesty survey mentioned above, please — for the zillionth time — don't use the Crew List as a meat market. Since we know some of you will do it anyway, you Crew List women may consider yourselves warned.

4. Be realistic. No matter what venue you're interested in — cruising, daysailing or co-chartering — there are some wonderful sailing and memories just waiting to happen out there. However, they won't all be on flat water, under a warm sun and with a perfect breeze coming over the perfect quarter. You can't always lay down when you're tired; zip

down to the store when you're hungry or go ashore when you feel queasy. In general, life aboard most boats is quite spartan compared to the landbound lifestyle to which most of us are accustomed. Fortunately, most of the Crew Listees we hear back from — including one whose story ended in shipwreck on a South Seas atoll (read about it in an upcoming issue) — are living proof that the "pros" of going for it far outweigh the "cons."

Being realistic also means using the Crew List sensibly. Don't make your calls at weird hours, in drunken stupors or 10 minutes before a boat is taking off for Tahiti and expect results.

5. Please don't let age sway you away from potential crew or skippers. We can honestly say that some of our best cruising was done in the company of sailors older than ourselves. Of course, some has also been done in the company of nubile young women, but we can assure you in all honesty that we never... well, never mind.

the rumor we hear is that all new sailboats will carry a label indicating: "The Surgeon General has determined that sailing is beneficial to your health."

Anyway, go to the appropriate listing(s) for the type of sailing you're interested in, and have at it. Each person's entry lists a name,

(The "just here for the beer" crowd don't wear any tags.) Yes, there will be a limited number of *Latitude* T-shirts, which we'll give away as random door prizes. In the munchies department, chips, guacamole and sandwiches will also be available, but these are more like hors d'oeuvres than dinner, so plan accordingly. The club will also run a

CO-CHARTERING CREW LIST

Individuals who participate in the Crew List, or the condition of their boats or equipment. You must judge those things for yourself.

no-host bar.

Of course, we'll be there, too, also in green. Not wearing a tag, mind you. We mean green as in "with envy" at seeing all the lucky folks getting ready to sail into the sunset (or to fly into the sunset on a co-charter adventure). We always like hearing about all the plans and dreams, but sometimes the vicariousness of it all gets downright claustrophobic. If we start hyperventilating or something, just shove another drink in our hand — medicinal purposes only, of course.

In the meantime, good luck with your Crew Listing and your sailing this summer. And those trade mags? Forget 'em. You guys have proven conclusively that sailing, at least out and around San Francisco, is alive, well and thriving.

— latitude/jr

CRUISING BOATS LOOKING FOR CREW

MEN LOOKING FOR CRUISING CREW

Paul May, 40, (415) 852-4729, Herreshoff 29, Hawaii, Alaska, So. Pac, Fall wants 2/should 1,2,3,7.
Craig Sharow, 39, (415) 775-7080, 2627 Broderick, S.F., CA 94123, Davidson 44, Vallejo, Monterey, Inverness, Spring-Fall wants 3/should 1,3,4,6,9.
John Laurence, 46, (213) 833-5118, P.O. Box 414, San Pedro, CA 90733-0414, Cal 36, Mex-Open, 10-11/90 wants 3/should 1,3,4,7.
G. Bachman, 44, (301) 862-5626, P.O. Box 112, St. Mary's City, MD 20686, 32-ft, Chesapeake Bay, June wants 2/should 1,3,7.
Stan Starkey, 53, (415) 422-0298, Box 1009, Livermore, CA 94551, Cheoy Lee Offshore 40, S.F. area, all year wants 3/should 1,2,3.
Keith Holmes, 55, (415) 522-3083, P.O. Box 15025, Fremont, CA 94539, H.C. 43 cutter, Bay Area, Santa Cruz, etc, weekends wants 2/should 3,7.
Ron Viegeahn, 36, W: (415) 642-4971 H: (707) 557-5671, 122 Springs Rd., Vallejo, CA 94590, C&C 25, Bay/Delta, Summer wants 3/should 1,3,7.
Mike Gartland, 48, (907) 338-2403, P.O. Box 210141, Anchorage, AK 99521, Catalina 36, Prince Wm Sound, June-July wants 2,3/should 1,3.
Bili, 55, P.O. Box 1103, Dayton, NV 89403, Aquarius 21, Delta, weekends wants 2/should 3.
Dennis Larson, 43, (209) 634-4773, 640 Bennington Ave., Turlock, CA 95380, Catalina 25, locally, Bay/Delta, May-Oct wants 2/should 3,7,8,9.
Bob Hawkins, 47, (707) 763-2786, P.O. Box 750186, Petaluma, CA 94975, Tartan 10, local, anytime wants 3/should 2.
Tom Hoynes, 40, (415) 522-1968, 1535 Buena Vista Ave., Alameda, CA 94501, Coronado 34, Hawaii-Plus, July '90 Pacific Cup wants 2/should 1,2,3.
Greg Stach, 43, (415) 456-6470 eves, P.O. Box 1858, Sausalito, CA 94966, 39-ft aux cutter, Channel Isl, Sept wants 2/should 1,2,4.
Capt. Dirk R. Sherbina, 37, (916) 372-0260, 6601 Locust Rd., Pleasant Grove, CA 95668, 42-ft Trimaran ketch, Bay/Delta, weekends May-Oct wants 2/should 1,3,8.
Jim McClung, 48, (209) 523-8159, 1420 Stembridge Ct., Modesto, CA 95350, Downeast 38, Texas/FL/Costa Rica, Nov wants 1,2/should 1,3,6.
Jon C. Main, 40, (808) 949-3124, Aloha Marine, 1651 Ala Moana Blvd., Honolulu, HI, 96815, 44-ft custom ctr, Australia via NZ, Aug wants 2/should 1,2,3,7.
Preston Davis, 45, (415) 298-5646, P.O. Box 2608, Sausalito, CA 94966, Islander/Peterson 40-ft sloop, Mexico & So. Pac., May-July wants 2/should 1,2,3,5,7.
Horst Heinz, (415) 383-6831, 139 Rose Ave., Mill Valley, CA 94941, 35-ft ketch, South Seas/Med., Nov wants 3/should 2,4,9.
Steve Strickland, 42, (503) 938-6473/(702) 883-1461, Box 4661, Stateline NV 89449, 27-ft sloop, San Juans/BC coast, summer/FL-Bahamas, winter wants 2/should 3,7.
Bili Benton, 48, (619) 223-5319, 2726 Shelter Isl. Dr., #217, San Diego, CA 92106, Formosa 51, Mex/Caribbean '92 wants 2/should 3,7,8.
Bili Roberts, 64, (707) 428-0207, 821 Golden Eve Way, Suisun, CA 94585, Downeaster 32, Mex/Hawaii/on, April wants 3/should 1,5,6.
Ben Wells, 50's, (415) 547-3016, 6 Captain Dr., #329, Emeryville, CA 94608, Odyssey

MEN LOOKING (CONT'D)

30, Monterey or Bodega Bay, long wknds/summer wants 2/should 1,2,3,7.
Jeff Kallis, 43, (408) 978-3228, 2312 Meridian Ave., San Jose, CA 95124, 60-ft schooner, Alaska, HI and/or Mex, summer wants 3/should 1,2,3,6,7,9.
George Foglesong, 65, (415) 455-0847, 1386 Kathy Ct., Livermore, CA 94550, Corbin 39 PH ctr, Alaskan Inland-waterway, mid-May wants 3/should 1,3.

"WANT CREW" CODE

MY/OUR BOAT IS A _____

I/WE PLAN TO SAIL TO _____ ON ABOUT (DATE) _____

I/WE ARE LOOKING FOR CREW:

- 1) That is male
- 2) That is female
- 3) Whose sex is unimportant

MY CREW SHOULD:

- 1) Be willing to share basic expenses such as food and fuel
- 2) Be willing to bust butt preparing the boat
- 3) Have more desire than experience
- 4) Have lots of ocean experience
- 5) Know celestial navigation, really know it
- 6) Have mechanical skills for the engine, refrigeration, etc.
- 7) Be unattached and unopposed to the possibility of a friendship blossoming
- 8) Look good in a bikini
- 9) Understand and appreciate Nietzsche

Richard Steinke, (415) 332-7757, P.O. Box 2103, Sausalito, CA 94966, Isobar, N. Coast CA/So. Pac, '90, '92 wants 3/should 1,2,7.
Francois Ramousse, 41, (213) 510-1527, P.O. Box 232, Avalon, CA 90704, 33-ft trimaran, So. Pac., April or May wants 2/should 1.
Kurt, 50+, (415) 588-3039, 41-ft sloop, Mexico/beyond, Nov wants 2/should 1,7.
Bruce M. Westrate, 51, (805) 644-5216, 1198 Navigator Dr., #136, Ventura, CA 93001, 35-ft Gulfweed ketch, Australia via Mex, Nov wants 2,3/should 1,2,4,7.
Kevin Morris, 26, (415) 598-7334, 1970 Industrial Rd., Belmont, CA 94002, Santana 22, Bay Area/Delta, April wants 2/should 1,2,3,7,8,9.
Alan Peterson, 42, (415) 623-8999, 4039 Budwing Terr., Fremont, CA 94538, Magellan 36, Catalina/Mex, late summer/Sept/Oct wants 2/should 3,7,8.
Bernard W., 51, (415) 392-6355, 291 Carlisle Way, Benicia, CA 94510, Cape Dory 30 ctr, Monterey Bay, Sept-Oct wants 3/should 1,2.
Bernie Salies, 51, (408) 225-2712, 7038 Burning Hills Pl., San Jose, CA 95139, 36-ft Allied Princess, Caribbean, Oct 10th wants 3/should 1,2.
Roger W. Clark, 44, (707) 554-4763, P.O. 267, Vallejo, CA 94590, Morgan 44, Delta, Bay, out gate, after 3/15 wants 2,3/should 2,3,7,8.
Lon Clemens, 39, 4863 Future Rd., NE, Salem, OR, 97305, Pearson Coaster, Mex to Costa Rica-south, April wants 2/should 1,3,7.
Ricky Malaise, 37, (415) 339-6055, c/o Emery Cove Marina, 3300 Powell St., #G11, Emeryville, CA 94608, Colin Archer 46', So Pac/Asia, late '90 ... wants 2/should 1,3.
John Galey, (702) 831-5810, P.O. Box 7990, Incline Vlg., NV, 89450, Beneteau Oceanis 390, Leeward Isl., Nov wants 2/should 3,7.
Gary Nagel, 53, (415) 236-4014, 1120 Brickyard Cove Rd., Pt. Richmond, CA 94801, 34-ft Panda ctr, Ventura & HI, early May wants 3/should 1,3.
Charlie Rockwood, 43, Box 484, Alviso, CA 95002, 50-ft ketch, Mex, fall ... wants 2.
Rich Lefief, 36, (408) 236-3322, P.O. Box 355, Brisbane, CA 94005, 30-ft tri wants 2/should 3,7,8.
Ron, 31, (408) 446-5352, 100' schooner, Acapulco, Dec .. wants 3/should 1,2,3,4,6.
Joe Lewis, 55, (415) 530-2194, 3805 Maybelle Ave., #4, Oakland, CA 94619, 40-ft staysail ketch, Marquesas, So. Pac, Oct wants 3/should 1,2,3.
James Odendahl, 58, (313) 263-3322, 15841 Cambridge, Mt. Clemens, MI, 48044, Downeaster 38, Caribbean-?, trip in progress wants 2/should 1,7.
Bili Jung, 43, (408) 286-8874, 31 W. San Fernando St., San Jose, CA 95113, Baltic 38, wknds on Bay, spring & summer wants 2/should 1,2,3.
Ernie, 52, (213) 547-9845, P.O. Box 1785, San Pedro, CA 90733, CT 41, Mex, Oct wants 2/should 1,2,3,7.
Bili Roe, 54, (415) 364-9338, 660 Bair Island Rd., #51, Redwood City, CA 94063, Cal 2-46, South, Sept or Oct wants 2/should 1,2,3,7.
Jerry Furst, 43, (415) 228-3888, P.O. Box 108, Martinez, CA 94553, 30-ft S-2 sloop, locally-Bay/Delta/coast, most wknds wants 2/should 3,7,8.

THE 1990 CRUISING, DAYSAILING AND

MEN LOOKING (CONT'D)

Scott Henry, 35, (415) 967-7022, 302 Easy St., Apt 31, Mt View, CA 94043, Cruising Catamaran, Mex & Pacific, Sept wants 2,3/should 1,3.
Rob Macfarlane, III, 27, (415) 521-8393, 2099 Grand Ave., Alameda, CA 94501, Newport 33, Drake's Bay/Half Moon, etc., wknds thru year wants 3/should 1,3,9.
Mike Hoffert, 44, (415) 232-2516, P.O. Box 2503, Sausalito, CA 94986, Newport 41, Mexico, Oct wants 2/should 1,2,3,4,7,9.
Tim Blair, 34, (415) 232-6114, 1723 Bayo Vista, San Pablo, CA, Haida 26 s/p, Mexico/ trailer cruiser, March wants 2/should 1,3,7,8,9.
R. Graven, 46, (415) 856-6948, Box 51054, Palo Alto, CA 94303, Bombay Clipper 31, Calif. Coast, summer wants 2/should 2,3,9.
Rod Matthews, 36, (415) 451-4559 msg, 54 Jack London Sq., Oakland, CA 94607, Rhodes 33, South & West, fall exp 2/should 1,2,3,7,9.
Richard D. Satholm, 55, (916) 989-1816, 9981 Inwood Rd., Folsom, CA 95630, Charter, Caribbean/Med, spring to fall wants 2,3/should 1,4,5,6,7,8.
Dave Jones, 58, (707) 553-7760, P.O. Box 12006-158, Vallejo, CA 94590, Piver 41' ketch, Mex/Costa Rica/S. Pac, Sept wants 2/should 2,7.
Alex Crichton, 58, (415) 332-9529, 1001 Bridgewater #513, Sausalito, CA 94965, 70' Baltimore Clipper Schooner, Australia via Islands, June wants 3/should 1,3.

WOMEN LOOKING FOR CRUISING CREW

T, 60, P.O. Box 1623, Alameda, CA 94501, Morgan Outisland 28, Mexico, '91 wants 3/should 1,2,4,6.
Maria Brubaker, 30, (415) 383-6831, 139 Rose Ave., Mill Valley, CA 94941, 35-ft ketch, New Zealand/Europe, Nov-Dec wants 3/should 2,4.
Sandra CH Smith, 40, (408) 479-9433 or onboard (415) 434-9433, P.O. Box 7423, Santa Cruz, CA 95061, Ericson 35, undecided destination and date wants 3/should 1,2,4,5,6,7,9.

COUPLES LOOKING FOR CRUISING CREW

David & Barbara Lenschmidt, 46, (415) 521-1667, Lapworth 50, Hawaii, Aug 1, 1990-Sept. 1991 wants 1,2,3/should 1,3-4.
Stan & Margi Middleton, 59/53, (916) 743-5914, 10879 Hwy 70, Marysville, CA 95901, 46-ft Formosa, Channel Isl., Catalina, San Diego/Cabo later on, summer wants 3/should 1,3,4.
Ro & Vi Masse, 60, P.O. Box 1302, Monterey, CA 93940, 42-ft trawler yacht, Caribbean via Galapagos, fall wants 1,2,3/should 1,4,5,6.

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW — CRUISING

Gregg Sullivan, 33, (408) 293-8952, 760 E. San Carlos, San Jose, CA 95112 exp 3/wants 1,3,5,6/offers 1,2,3,4.
John Stonich, 42, W: (408) 971-2002 H: (408) 476-0869 exp 3/wants 1,2,3,4,5,9/offers 1,5,6.
Robert Buckley, 43, (415) 726-5436, 465 Laurel Avenue, Half Moon Bay, CA 94019 exp 2/wants 1,2/offers 3.
Dave Calhoun, 38, (415) 321-1477, 585 Morey Dr., Menlo Park, CA 94025 exp 3/wants 1/offers 1,2,3,4.
Jonathan Purver, 50, (415) 929-3526, 205 Scotia Lane, Novato, CA 94947 exp 2, wants 1.
Scott Alexander, 40+, (415) 454-9233, 906-B Sir Francis Drake Blvd., Kentfield, CA 94904 exp 3/wants 1,8/offers 3,4.
Vince Alaimo, 59, H: (408) 945-8921 W: (408) 742-9683, 574 Bayview Park Dr., Milpitas, CA 95035 exp 2/wants 2,3,4/offers 1,3,4.
Chet Ferguson, 60, (916) 726-5634, 6470 Crosswoods Cir., Citrus Heights, CA 95621 exp 4/wants 1,3,5,6,7/offers 1,2,3,4.
Bruce Roseman, 27, (408) 458-3725, 323 S. Branciforte Ave., Santa Cruz, CA 95062 exp 2/wants 1,2,4,5,6,7,8,9/offers 1,3,4,6.
Byron Barker, 22, (707) 443-8182, 5645 Christine Dr., Eureka, CA 95501 exp 2/wants 3,4,5/offers 1,3.
Dennis Larson, 43, (209) 634-4773, 640 Bennington Ave., Turlock, CA 95380 exp 2/wants 1/offers 2,3.
Glenn Kerwin, 22, (805) 687-4749, 768 Casiano Dr., #A, Santa Barbara, CA 93105 exp 2/wants 1,2,5,6/offers 1,3,4.
Bill Lutkenhouse, 63, (415) 841-8729, 1951 Chestnut St., #312, Berkeley, CA 94702 exp 4/wants 7/offers 1,2,3,4.

MEN TO CREW — CRUISING (CONT'D)

Michael Neff, 44, H: (916) 448-7743, 1722 Vallejo Way, Sacramento, CA 95818 exp 1/wants 1,2,3/offers 1,2,3,4,6.
Jim Bailey, 58, (408) 980-1827, 2208 Second St., Santa Clara, CA 95054 exp 3/wants 1,2,4/offers 1,3.
Tom McCall, 55, (408) 353-1665, Santa Cruz Mtns exp 4/wants 2,3,4,5,6,7,8/offers 1,3,4.
Michael Clesielski, 34, (503) 687-9329, 1758 Sweetbriar Lane, Eugene, OR 97405 exp 1-2/wants 2,3,4,5,6/offers 1,3,4.
Brian O'Meara, 26, (415) 567-6743, 1410 Taylor St., #5, San Francisco, CA 94133 exp 3,4/wants 1,2,3/offers 2,3.
Len Tiemann, 53, (415) 792-1539 exp 4/wants 1/offers 6.
Mark Sutton, 35, (415) 863-2251, S.F. exp 3/wants 3,5/offers 1,2,3,4,6.
Frank Magnotta, 43, H: (415) 947-1463 W: (415) 422-7285, Lafayette, CA exp 3/wants 1,6,8/offers 1,2,3,4.
Chris Halloran, 30, (415) 474-9869, 1101 Green St., Apt 1201, San Francisco, CA 94109 exp 2,3/wants 2,3,4,5,6,7,8/offers 1,3.
Mike Long, 33, (707) 573-1111/823-8043, 1260 N. Dutton #210, Santa Rosa, CA 95401 exp 3/wants 1,2,3,4,5,6,7,8/offers 1,3,4,6.
Kenny Marshall, 35, (707) 875-3136/573-1111, 1260 N. Dutton #210, Santa Rosa, CA 95401 exp 3/wants 1,2,3,4,5,6,7,8/offers 1,3,4,6.
Allan Rolf, 50, (503) 265-2852, 145 NW 33rd #A-3, Newport, OR 97365 exp 4/wants 8/offers 1,2,4,6.
Greg McGee, 39, (415) 621-1881, 1235 Waller #11, San Francisco, CA 94117 exp 2/wants 1,2,3,5,6,7,8/offers 3,4,6.
David Langerman, 37, H: (707) 763-1376 W: (415) 454-1460 ext 2460, 1309 Marian Way, Petaluma, CA 94954 exp 2/wants 1/offers 3.
Peter Gabriele, 42, (415) 443-9029, 420 Harding Ave., Livermore, CA 94550 exp 2/wants 1,2,4,5,6,7,8/offers 3,4,6.
Bob Hawkins, 47, (707) 763-2786, P.O. Box 750186, Petaluma, CA 94975 exp 3/wants 1,2,3,4,9/offers 1,2,3,4.
Charles H. Bohlen, 29, (415) 291-8545, 1601 Grant Ave., #1-C, San Francisco, CA 94133 exp 1-2/wants 1/offers 3,4.
Dan Duman, 28, (415) 538-5388, P.O. Box 3728, Hayward, CA 94540 exp 3/wants 1,2,4,5,6,7,8/offers 3,4.

"WANT TO CREW" CODE

MY/OUR SAILING EXPERIENCE IS:

- 1) None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, become seasick, get mad at the owner and wish like hell I was anywhere but on the boat. I'm still game.
- 2) Some. At least 20 sails on the Bay while being active and suffering the normal cuts, bruises and hollering.
- 3) Moderate. Several years active crewing on the Bay or at least one trip to Southern California.
- 4) Lots. Several long ocean passages.

I/WE WANT TO CRUISE:

- 1) Locally, around the Bay and Delta
- 2) Southern California this summer
- 3) Mexico this fall/winter
- 4) Seattle and Alaska this summer
- 5) Hawaii and the South Pacific
- 6) Caribbean
- 7) Mediterranean
- 8) Anywhere warm
- 9) Petaluma in a pick-up truck

I/WE CAN OFFER:

- 1) At least a month of shared expenses
- 2) Mechanical skills: engine, electronics, refrigeration
- 3) Elbow grease for bottom work, varnishing and other upkeep
- 4) Cooking and cleaning skills
- 5) Ornamental skills — I look good in a bikini
- 6) Mental skills. I may not look like a playmate, but I don't think like one, either.

Rod Teter, 37, (805) 922-3326/(415) 527-8514, 903 W. Pershing St., Santa Maria, CA 93454 exp 2/wants 3,4,5,6,7,8/offers 2,3,4.
Kevin Spala, 27, (415) 339-3823, 6207 Snake Rd., Oakland, CA 94611 exp 2/wants 1,8/offers 1,2,3,4.

CO-CHARTERING CREW LIST

MEN TO CREW — CRUISING (CONT'D)

Marty Kurtovich, 31, (415) 763-9960, 396 Santa Clara Ave., Apt A, Oakland, CA 94610 exp 2/wants 1/offers 3,4.
 Bob A. Drles, 45, (415) 864-8522, 1250 Masonic Avenue, San Francisco, CA 94117 exp 3/wants 3,4,5,6,7/offers 1,2,3.
 John C. Diamante, 46, (415) 777-5299, 44 Wray Ave., Sausalito, CA 94965 exp 2,3/want 1,2,3,4,5,6,7/offers 1,3,4,6.
 Mike Hedman, 25, (415) 533-3200, 2257 E. 22nd St., Oakland, CA 94606 exp 1/wants 1,2,3,4/offers 3,4,6.
 Greg Sanborn, 28, (415) 525-4961, 1756 Vine St., Berkeley, CA 94703 exp 2/wants 1,2,3,4,5,6,7,8,9/offers 3,4.
 Don Mertle, 35, (415) 457-0141, 23 Scenic Ave., San Rafael, CA 94901 exp 3/wants 1,2,3,4,6/offers 1,3,4,5,6.
 Ron M. DeBlasi, 39, 686-0422, 2164 Greenbrier St., Concord, CA 94520 exp 2/wants 1,2,8/offers 1,2,3,4,6.
 Chet Abend, 50+, (415) 321-9394, 726 Homer Ave., Palo Alto, CA 94301 exp 3/wants 1,2,3,4,5,7/offers 1,3.
 Mike Heiner, 31, (415) 868-1720, P.O. Box 276, Bolinas, CA 94924 exp 3/wants 5,6,7/offers 1,2,3,4,6.
 George Bloom, 59, (415) 447-5372, 415 Lincoln Ave., Livermore, CA 94550 exp 4/wants 1,2,3,4,5/offers 1,2,3,4,6.
 Scott Fisher, 37, (707) 578-8171, 1055 Hyland Dr., Santa Rosa, CA 95404 exp 1/wants 1,2,3/offers 1,2,3.
 Richard Lefief, 36, (408) 236-3322, P.O. Box 355, Brisbane, CA 94005 exp 3/wants 2,3,5,6/offers 1,2,4.
 Travis Hart, 32, (415) 826-9440, 340 Grand Blvd., #24, San Mateo, CA 94401 exp 2/wants 1/offers 3.
 Tom Schulz, 46, (303) 779-5345, 6094 E. Euclid Ave., Englewood, CO 80111 exp 3/wants 2,4,5,7/offers 1,2,3,4.
 Jim Frederick, 54, H: (916) 392-6169 W: 978-4938, 8344 Langtree Way, Sacramento, CA 95823 exp sails own boat-Delta/wants 1,3,4/offers 1,2,3,4,5,6.
 John Stashik, 43, (415) 235-2195, 1528 Lexington Ave., El Cerrito, CA 94530 exp 3/wants 1/offers 3,4,6.
 Benjamin P. Phillips, 29, (707) 444-3978 or (619) 225-8820, 4421 Monaco St., San Diego, CA 95501 exp 1,2,1 psg Honolulu-Acapulco/wants 4,5,6,7/offers 3,4.
 Mark Lawn, 36, (415) 284-2006, 3628 Bickerstaff Road, #D, Lafayette, CA 94549 exp 1/wants 1,2-3-4?/offers 1,2,3,4.
 Alan Shankland, 32, W: (415) 365-7046 H: (415) 343-3514, 435 No. San Mateo Dr., #1, San Mateo, CA 94401 exp 2/wants 1,5,7/offers 1,3,4,6.
 John Galey, (702) 831-5810, P.O. Box 7990, Incline Vlg, NV 89450 exp 3/wants 3,4,6,7/offers 1,4,6.
 Jim Fraser, 54, (408) 779-6195, P.O. Box 1647, Morgan Hill, CA 95038 exp 2/wants 1/offers 2,3.
 Stephen Mark, 43, (415) 775-2643, 1445 Greenwich, San Francisco, CA 94109 exp 2/wants 1,3,5,6,7,8/offers 1,3,4.
 Paul Braschi, 33, (415) 329-0885, 564 Channing, Palo Alto, CA 94301 exp 3/wants 1,2,4/offers 2,3,4.
 John Lavelly, 58, (415) 471-9363, 655 Tamarack Dr., Union City, CA 94587 exp 3,4/wants 2,3,4,5/offers 1,3,4.
 Joel Waldman, 61, (408) 739-5876, 720-A Blair Ct., Sunnyvale, CA 94087 exp 3/wants 1,2,3,5,8/offers 2,3.
 Jim Podolske, 37, (415) 849-3166, 1511 Berkeley Way, Berkeley, CA 94703 exp 3/wants 1/offers 1,2,3,4,5,6.
 Don Hamilton, 60, (408) 723-1132, 2299 Fairlawn Ct., San Jose, CA 95125 exp 3/wants 1,2,3,4,5,6,7,8/offers 1,2.
 Gene Gowdey, DDS, 35, (707) 778-0451, 345 S. McDowell Blvd., Ste 201, Petaluma, CA 94954 exp 2/wants 1,9/offers 3,4.
 Phillip Roybal, 43, (408) 257-1976, 21351 Prospect Rd., Saratoga, CA 95070 exp 2/wants 1/offers 2,3,4,6.
 Peter Jermyn, 41, (707) 822-0951, 2458 Jacoby Creek, Bayside, CA 95524 exp 2/wants 1,3,5,6/offers 1,2,3,4,6.
 Neil A. McManus, 39, (808) 826-6648, P.O. Box 715, Hanalei, HI 96714 exp 4/wants 3,5,6,7/offers 1,2,3,4.
 Jerome P. Ankiewicz, 65, (602) 326-7417, 3555 E - Water St., Tucson, AZ 85716 exp 2/wants 3,5,8/offers 1,3,4.
 Ralph Dennis, 23, (415) 644-4161 exp 1/wants 1/offers 2,3,6.
 Joe Dial, 46, (415) 431-9275, 2300 Market #92, San Francisco, CA 94114 exp 2/wants 1,2,6.
 Dan Kaufman, 24, (415) 524-9764, 5830 Columbia Ave., Richmond Annex, CA 94804 exp 1+/wants 1,8/offers 1,3.
 Jack Arnold, 32, (707) 795-2643, P.O. Box 2965, Petaluma, CA 94953 exp 1-2/wants 1/offers 1,2,3,4,5,6.
 Marcus Parris/Christopher Reddick, 19/18, (916) 483-3659, 4360 Morphens Ln., Sacramento, CA 95864 exp 1/wants 3,4,5,8/offers 3,4,6.
 Gary Schlimgen, 30, (415) 695-9173, 1541 Sanchez, San Francisco, CA 94131 exp 2/wants 1,5/offers 1,3,4.
 Brent Garmire, 43, (415) 564-8547, 2182, 32nd Ave., San Francisco, CA 94116 exp 3/wants 3,4,5,6,7/offers 1,3.
 G. Eric Ferguson, 40, (415) 798-5363, 1790 Ells #35, Concord, CA 94520

MEN TO CREW — CRUISING (CONT'D)

James Jones, 20, (415) 961-7245, 435 View St., Mtn View, CA 94041 exp 1/wants 1/offers 2,3,4,5,6,7/offers 3,4,5,6,7,8,9/offers 1,2,3,6.
 Bill Combs, 34, (206) 946-8630, 1506 SW 306th St., Federal Way, WA 98023 exp 3/wants 5,6,7,8,9/offers 1,2,3,6.
 Jeffry Angermann, 30, (415) 894-1708, 1057 Rose Ave., Oakland, CA 94611 exp 2/wants 1/offers 3.
 Carl Finney, 35, (707) 938-2393, 17231 Park Ave., Sonoma, CA 95476 exp 3/wants 1,8/offers 2,3,4,6.
 George Bell, 41, (408) 241-1997, 4049 Payne Ave., San Jose, CA 95117 exp 2/wants 1,7/offers 2,3,6.
 David Zittin, 41, (408) 253-3258, 10210 Lebanon Dr., Cupertino, CA 95014 exp 3/wants 2,4,5/offers 1,2,6.
 Tom Cordellos, 50, (707) 996-0754, 17354 Buena Vista, Sonoma, CA 95476 exp 2/wants 2,3,8/offers 1,2,3,6.
 Bill Von Lackum, 64, (415) 435-1068, Box 264, Tiburon, CA 94920 exp 3,4/wants 3,6,7,8/offers 1,3,6.

WOMEN TO CREW — CRUISING (CONT'D)

Trudy, 38, (408) 374-4473, 51 University Ave., Los Gatos, CA 95030 exp 4/wants 1,5,6,7,8/offers 1,3,4,5,6.
 Alexandra Dixon, 34, (415) 563-3036, c/o Yale Club of S.F., 465 California St., #523, San Francisco, CA 94104 exp 3/wants 1,2,3,4,5,6,7,8/offers 1,3,4,6.
 Denise Edwardy, 36, (707) 963-5907, P.O. Box 672, St. Helena, CA 94574 exp 2/wants 1,2/offers 3,4,5,6.
 Carol Susan, 38, (415) 323-3795, P.O. Box 620337, Woodside, CA 94062 exp 3/wants 1,2,3,5,6,7,8/offers 4,5,6.
 Rebecca, 36, (415) 829-4647, P.O. Box 2675, Dublin, CA 94568 exp 3/wants 1/offers 3.
 Michelle, 35, (415) 647-2277, San Francisco exp 2/wants 1/offers 3,4.
 Julla, 36, (415) 839-6660 exp 3/wants 1,6,7,8/offers 1,3,4,5,6.
 Jeannine, 27, (408) 249-8094, P.O. Box 81 M/S 243-6, Moffett Field, CA 94035 exp 1/wants 1/offers 3,4.
 Doble Dolphin, 41, (707) 937-0405, Box 344, Albion, CA 95410 exp 3/wants 1,3,4,5,6,8/offers 1,2,3,4,6.
 Lauren Anthon, 31, (415) 567-2219, 2845 Polk St. #201, San Francisco, CA 94109 exp 1-2/wants 1,2,4?/offers 3,4,6.
 Alexis, 41, (408) 737-9333 exp 2/wants 1,3,8/offers 1,4,6.
 Linda, 41, (415) 883-1676, 1003 Green Oak Dr., #34, Novato, CA 94949 exp 2-3/wants 1/offers 3,4.
 Eve Plasse, 54, (415) 441-4639 exp 1/wants 1/offers 4,6.
 Donna T. Iuppe, 34, (415) 337-6139, 227 Vidal Dr., San Francisco, CA 94132 exp 3/wants 1/offers 3,4.
 Trina Merriman, 41, (415) 759-1916, 431-A Belvedere, San Francisco, CA 94117 exp 3/wants 1,3,6,7/offers 1,3,4,6.
 Andree, 31, (415) 368-5169, Atherton, CA exp 2/wants 1/offers 4.
 Beverly Barth, (415) 381-1117, 617 Eucalyptus Way, Mill Valley, CA 94941 exp 3/wants 1,6/offers 4,6.
 Pat, 43, (408) 245-2846, Sunnyvale, CA exp 2/wants 1,6,8,9/offers 3,4,6.
 C.J., 40ish, (415) 383-8446, 3020 Bridgeway #300, Sausalito, CA 94965 exp 2/wants 1/offers 4,6.
 Jill, 36, (707) 546-0536 msg, 5126 Hall Rd., Santa Rosa, CA 95401 exp 4/wants 3,5,7,8/offers 1,3,4,6.
 Joni Monich, 32, (415) 865-9195, 748-B Pacific Ave., Alameda, CA 94501 exp 1/wants 1,3/offers 3,4,6.
 Louise, 27, (408) 476-4176, 205 Blackpoint Lane, Santa Cruz, CA 95062 exp 2/wants 1/offers 3,4,5,6.
 Susan, 37, (415) 474-0666 exp 3/wants 1,3,6,7,8/offers 3,4,5,6.
 Melissa Cray, 29, (505) 662-3996, 2853B Walnut, Los Alamos, NM 87544 exp 1/wants 2,3,4,6/offers 3,4.
 Ayn, 44, (916) 878-1079, 1681 Hidden Valley Ln., Auburn, CA 95603 exp 3/wants 2,3/offers 1,6.
 Nancy, 39, Wkdys: (415) 858-3516 exp 2/wants 1,8/offers 3,4,6.
 Erica, 32, (415) 381-8099, c/o I.T.S., P.O. Box 2418, Mill Valley, CA 94942 exp 1-2/wants 1,3,8/offers 1,3,4,5.
 Gall Jacuzzi, 30, (408) 756-5972, P.O. Box 2308, Sunnyvale, CA 94087 exp 1-2/wants 3,4,5,6,7/offers 1,2,3,4,5,6.
 Brenda Hale, 28, (213) 683-0471 x423, 1236 Dewey Ave., Los Angeles, CA 90006 exp 3-4/wants 4,6,7/offers 1,6.
 Jeannine Fowler, (408) 279-8681 exp 2/wants 1/offers 3,4.
 Tricia, 44, (408) 438-8301, Scotts Valley exp 2/wants 1,2,3,6/offers 4,6.
 Sharon L. Baker, 40, (907) 586-8622, 623 Main St., Juneau, AK 99801 exp 2/wants 3,4,5,6,7,8,9/offers 1.
 Jean Marie Scott, 32, (408) 356-3285, 15230 Winton Way, San Jose, CA 95124 exp 1/wants 1,2/offers 1,3,4,6.
 Ellen S., 35, (415) 567-8499 wants 1,2/offers 3,4,6.

THE 1990 CRUISING, DAYSAILING AND

WOMEN TO CREW — CRUISING (CONT'D)

Winnie Kelly, 28, (415) 522-1769 W: (415) 523-8233, Alameda exp 2/wants 1/offers 3,4.
Sue Routh, 40ish, (415) 831-9469/445-5834, 183 Cameo Dr., Danville, CA 94526 exp 3/wants 1,2/offers 1,3,4,6.
Mary Ann, 35, (415) 928-2618 exp 2/wants 1/offers 6.
Elisabeth, 22, (303) 920-3020 or (818) 790-4264 msg, 1610 Silver King Dr., Aspen, CO 81611 exp 1/wants 5,6,7,8/offers 1,3,4,6.
Barbara Messick, (415) 752-8697, San Francisco exp 3/wants 1,8,9/offers 5,6.
Judith Fairchild, MD, 35, (415) 232-7999 msg, c/o 102 Village Dr., Richmond, CA 94804 exp 3/wants 1,2,3,6/offers 3,4,6.
Fran Winchwench, 30's, (415) 334-4910 exp 3/wants 1,2/offers 3,4,5,6.
Toni Berkeley, 45, (415) 848-8287 exp 3/wants 1/offers 4,6.
Ann, 38, 331-7203, Box 546, Sausalito, CA 94966 exp 3/wants 1,3,8/offers 1,4.
Barbara, 34, (415) 668-9379 exp 2/wants 1/offers 3,4,6.
Shannon Dutcher, 29, (512) 943-8881, P.O. Box 1895, Port Isabel, TX 78578 exp 1/wants 3,5,6/offers 1,3,4,5,6.
Anne, 40 something, (415) 331-7925 exp 4/wants 3,4,5,6,7,8/offers 1,3,4,5,6.
Emmanuelle David, 19, (415) 283-3541, P.O. Box 6675, Moraga, CA 94570 exp 2/wants 5/offers 3,4,6.
Jenny Falloon, 43, H: (707) 887-7157 W: (707) 576-0919, 10588 River Dr., Forestville, CA 95436 exp 3/wants 1,3/offers 3,4,5,6.
Elyse Kay, 30, (707) 833-4606, 1670 Schultz Rd., Kenwood, CA 95452 exp 2/wants 5 So. Pac/offers 1,3,4,6.
Molly Adams, 43, P.O. Box 4332, C.H., CA 95610 exp 1/wants 8/offers 4,5,6.
Nancy, 30+, (415) 327-1689, P.O. Box 50201, Palo Alto, CA 94303 exp 2/wants 1,6,7/offers 3,4,5,6.
Vicki Varghese, 35, Berkeley, 528-1850 exp 2 1/2/wants 1/offers 3,4,5,6.
Paulette, 45, (415) 472-2918, 2315 Las Gallinas Ave., S.R., CA 94903 exp 1/wants 1/offers 4,5,6.
Jeanne, 37, (415) 763-2177, P.O. Box 10551, Oakland, CA 94610 exp 2/wants 1/offers 1,3,4.
Carolyn, 34, (503) 773-7692, 2556 Stonebrook, Medford, OR 97504 exp 1-2/offers 1,4,6.
Elizabeth, 55, (408) 335-7588, c/o Duncan Holbert School, 130 Herman, Watsonville, CA 95076 exp 1/wants 1,2,4,5,6,7,9/offers 1-4,6.
Marina, 40's, (415) 381-0123, P.O. Box 636, Mill Valley, CA 94942 exp 2/wants 1,3,5,7/offers 4,5,6.
Julie Roessler, 25, (415) 856-9444, Palo Alto exp 2/wants 1,2,3,4,5,6,7,9/offers 1,3,4,6.
Mary P. 40's, (415) 283-7337, P.O. Box 1231, Lafayette, CA exp 3/wants 5,6,7,8/offers 1,3,4,6.
Rachel, 40, (415) 883-5418, Marin exp 3/wants 1,4/offers 1,3,4.
Emily Kasik, 24, 474-9037, San Francisco exp 2/wants 1,2,3,5,6,7/offers 1,4,5,6.
Peggy MacCarron, 41, 751-5136 exp 2/wants 3,5,6,7/offers 3,4,5,6.
Suzanne, 33, (408) 354-8488, Los Gatos exp 3/wants 1,2,6/offers 3,4.
Gini, 40+, D: (707) 763-2454 E: 769-8038 exp 3+/wants 1,6/offers 6.
Kay, 39, (415) 383-9530, Mill Valley exp 4/wants 1,3,6,8/offers 1,4,6.
Joanna Apostolos, 27, (415) 331-1519, 149 Filbert St., Sausalito, CA 94965 exp 2,3/wants 1,2,3,5,6,7,8/offers 1,4,5,6.
Cindy, 34, (415) 285-3404 exp 2/wants 1/offers 3,4,6.
Margareth D., 34, 2164 Greenbrier St., Concord, CA 94520 exp 1/wants 1,2,3,8/offers 4,6.
Jo, 43, Box 1625, Sausalito, CA 94966 exp 2/wants 1,2,3,5,6,8/offers 1,3,4,6.
Kim Cornell, 25, (415) 939-7021, 20 Woodward Ave., Sausalito, CA 94965 exp 4/wants 2/offers 3,4,5.
Blue, 45, (415) 865-2583, Alameda exp 3/wants 1,3,4,5,8/offers 1,3,4,6.

COUPLES TO CREW — CRUISING (CONT'D)

Suzanne & Dave Tofte, 40/44, (408) 559-7653, 2790 Theresa Lane, San Jose, CA 95124 exp 1/want 1,3/offers 1,3,4.
Frank & Relia Lossy, 49+, (415) 527-3893, 96 Highland Blvd., Berkeley, CA 94708 exp 4/want 5/offers 1,2,3,4,6.
Mike Miller & Janette Falde, 23/21, (408) 268-2670/867-9353, 6574 Jeremie Dr., San Jose, CA 95120 exp 1/want 1/offers 3,4,5,6.
Sophie Geoffron & Joe Brinson, 26/25, 5718 Callie Ln., Apt E, Sacramento, CA 95841 exp 2/want 1,2,3,4,5,6,7,8/offers 3,4,5,6.
Brad Olney & Jennifer Mastripolito, 25/20, (415) 965-7133, 210 Easy St., #5, Mtn. View, CA 94043 exp 1/want 1/offers 3,4,5,6.
Steve & Laurie, 35, 763-3611, P.O. Box 278, Oakland, CA 94604 exp 4/want 5/offers 1,2,3,4.
Rudy & Judy Dukich, 44, (206) 392-2989, 20916 SE 24th St., Issaquah, WA 98027 exp 3/want 3,5,6,7,8/offers 1,2,3,4.
Alex Moyers/Lee Ann Nelson, 36/22, (707) 795-4731, 5111 Gilchrist Rd., Sebastopol, CA 95472 exp 2,3/want 1,2,3,9/offers 1,3,4,5,6.
Nanette & Ed de Boer, 31/29, (916) 622-0869, P.O. Box 343, Coloma, CA 95613 exp 2,3/want 3,5,6,8/offers 1,2,3,4,5,6.

COUPLES TO CREW — CRUISING

Renee Hudson & Tom Keegan, 33, (408) 723-0195, 1563 Colmery Ln., San Jose, CA 95118 exp 2,3/want 8/offers 1,2,3,4.
Tom & Sharon, 55/45, (408) 353-1665 exp 4/want 2,3,4,5/offers 1,2,3,4,6.
Bob Day & Melanie Black, 28/25, (408) 972-5376, 350 Los Pinos Way, San Jose, CA 95123 exp 1,2/want 1/offers 2,6.
Rick & Deb Kreps, 39/36, (415) 654-1272, 1137 Rose Ave., Piedmont, CA 94611 exp 1,4/want 1,3,6,8/offers 1,3,4.
Brady Sheppard & Ruby, 25, (416) 482-5260, Apt 1119 - 45 Dunfield Ave., Toronto, Ontario, M4S 2H4 exp 1/want 5/offers 1,2,3,4,6.
Jann & Lee Hedrick, 41/37, (415) 945-7332, 2709 Oak Rd., #M, Walnut Creek, CA 94596 exp 3/want 1,3,5,8/offers 1,2,3,4,6.
Renny & Suzanne DeAssis, 28, (415) 369-9050, 176 Duane #4, Redwood City, CA 94062 exp 2/want 1,4/offers 2,3,4,5,6.

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Dick Linehan, 45, (415) 967-5249, 366 Sierra Vista #7, Mtn. View, CA 94043, for 1; Chet Ferguson, 60, (916) 725-5634, 6470 Crosswoods Circle, Citrus Heights, CA 95621, for 1; Dennis Larson, 43, (209) 634-4773, 640 Bennington Ave., Turlock, CA 95380, for 1; Richard Kinsey, 47, (209) 462-3808, 3014 Canal Dr., Stockton, CA 95204, for 1; Francois Robert Marinus, 50, (415) 593-7763, 251 Coronado Ave., San Carlos, CA 94070, for 1; Bert Felton, 44, (415) 531-0223, 6409 Westover Dr., Oakland, CA 94611, for 1,4; Stan Starkey, 53, (415) 422-0298, Box 1009, Livermore, CA 94551, for 3; Ben Amyes, 28, (408) 479-4719, P.O. Box 8207, Santa Cruz, CA 95062, for 1,3; Dan Larson, 40, (408) 479-3517, P.O. Box 273, Capitola, CA 95010, for 1,3; Craig Sharow, 39, (415) 775-7080, 2627 Broderick, San Francisco, CA 94123, for 3; Ron Vlegelahn, 36, W: (415) 642-4971 H: (707) 557-5671, 122 Springs Rd., Vallejo, CA 94590, for 3; Bob Hawkins, 47, (707) 763-2786, P.O. Box 750186, Petaluma, CA 94975; Bob Clark, 52, (916) 934-7489, 439 So. Culver Ave., Willows, CA 95988, for 1; G. Bachman, 44, (301) 862-5626, P.O. Box 112, St. Mary's City, MD 20686, for 1; Michael Creedon, 37, (415) 664-1035, 1322 - 21st Ave., San Francisco, CA 94122, for 1; Rick Drain, 32, (415) 583-9594, P.O. Box 351, So. San Francisco, CA 94083-0351, for 1; Richard Heyman, 34, (209) 578-3855, 1330 Melrose, Modesto, CA 95350, for 1; Lutz & Carl Bergman, 60/37, (415) 343-0390, 1175 San Raymundo Rd., Hillsborough, CA 94010, for 1; Tom Cordellos, 50, (707) 996-0754, 17354 Buena Vista, Sonoma, CA, for 1; Tom McCall, 55, (408) 353-1665, for 3,4; Craig Haggart, 35, (408) 739-1904, Box 61171, Sunnyvale, CA 94088, for 4; Bob Stephens, 33, (408) 263-9030, 521 Curtner Dr., Milpitas, CA 95035, for 1; Bruce Todd, 38, 398-0869, P.O. Box 190934, San Francisco, CA 94119, for 1,3; Stan Hofer, 45, (415) 583-5763, P.O.

DAYSAILING CODES

HAVE BOAT, WILLING TO TAKE OTHERS OUT. I AM/WE ARE:

- 1) Single to take singles out
- 2) Couple to take couples out
- 3) Singles, couples or small groups okay, but leave any kids home
- 4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I AM/WE ARE:

- 1) Single
- 2) Couple
- 3) A group of _____ (state number) friends interested in sailing
- 4) Would like to bring kids
- 5) Going sailing to escape the kids

Box 2011, So. San Francisco, CA 94083-2011, for 1; Jeff Kallis, 43, (408) 978-3228, 2312 Meridian, San Jose, CA 95124, for 1; Ben Wells, 50's, (415) 547-3016, 6 Captain Dr., #329, Emeryville, CA 94608, for 1; Kevin Morris, 26, (415) 598-7334, 1970 Industrial Rd., Belmont, CA 94002, for 1; Alan Peterson, 42, (415) 623-8999, 4039 Budwing Terr., Fremont, CA, for 1; Bob A. Driles, 45, (415) 864-8522, 1250 Masonic Ave., San Francisco, CA 94117, for 3; John Carson, 48, (415) 283-3102 msg, Lafayette, for 1,2; Bert W. Felton, 44, (415) 830-1122, for 1,4; Gary W. Lawrence, 36,

CO-CHARTERING CREW LIST

DAYSAILING MEN WITH BOATS (CONT'D)

(415) 521-8763, 216 Devonshire Blvd., San Carlos, CA 94070, for 1; **Roger W. Clark**, 44, (707) 554-4763, P.O. Box 267, Vallejo, CA 94590, for 1,3; **Ricky Malaise**, (415) 339-6055, 3300 Powell St., #G-11, Emeryville, CA 94608, for 1,3; **Gary Nagel**, 53, (415) 236-4014, 1120 Brickyard Cove Rd., Pt. Richmond, CA 94801, for 1,3; **Jim Ford**, 39, (707) 765-5651, Box 272, Mill Valley, CA 94941, for 1,3; **John Stashik**, 43, (415) 235-2195, 1528 Lexington Ave., El Cerrito, CA 94530, for 1,3; **Greg Falberg**, 32, (408) 749-8048, for 1; **Bill Jung**, 43, (408) 286-8874, 31 W. San Fernando St., San Jose, CA 95113, for 1,3; **Bob**, 38, (415) 769-8542, P.O. Box 1308, Alameda, CA 94501, for 1; **Jerry Furst**, 43, (415) 228-3888, P.O. Box 108, Martinez, CA 94553, for 1,3; **Tom Sullivan**, 40, (916) 363-2250, 2604 Topaz Hills Ct., Sacramento, CA 95827, for 1; **Bill Service**, 50, W: (415) 571-6400, 104 Central Ave., Redwood City, CA 94061, for 3; **Roy Dahlberg**, 45, (916) 929-0874, 10451 Garden Hwy, Sacramento, CA 95837, for 1,4; **Rob Macfarlane, III**, 28, (415) 521-8393, 2099 Grand Ave., Alameda, CA 94501, for 1,3; **Hugh Dickson**, 45, (415) 583-2501, P.O. Box 193, Millbrae, CA 94030, for 1; **Joe Dial**, 46, (415) 431-9275, 2300 Market #92, San Francisco, CA 94114, for 1,3; **Bob Presley**, 43, (415) 782-8533, 29259 Whalebone Way, Hayward, CA 94544, for 1,3; **Tim Blair**, 34, 232-6114, 1723 Bayo Vista, San Pablo, CA, for 1,3; **Richard D. Sefholm**, 55, (916) 989-1816, 9981 Inwood Rd., Folsom, CA 95630, for 1,3.

WOMEN WITH BOATS FOR DAYSAILING

Ayn Woodruff, 44, (916) 878-1079, 1681 Hidden Valley Ln., Auburn, CA 95603, for 1; **Judith Fairchild**, 35, (415) 232-7999, c/o 102 Village Dr., Richmond, CA 94804, for 1,3; **Sally Jackson**, 46, (415) 834-8921, Alameda, for 1; **Jan Gwynn**, 52, (415) 532-6105, 3030 B Berlin Way, Oakland, CA 94602, for 1; **T**, 60, P.O. Box 1623, Oakland, CA 94501, for 1,3; **Sandra CH Smith**, 40, (408) 479-9433 or onboard (415) 434-9433, P.O. Box 7423, Santa Cruz, CA 95061, for 1; **Julie Roessler**, (415) 856-9444, Palo Alto, for 1.

COUPLES WITH BOATS FOR DAYSAILING

Mike Euritt & Cher Marshall, 40, (415) 550-6363, 3127 Mission St., San Francisco, CA 94110, for 3; **Tom Johnson & Barbara Mathieu**, 39/36, (415) 332-5431, 1001 Bridgeway #424, Sausalito, CA 94965, for 3; **Dennis & Betty**, 43, (415) 769-7637, 1535 Buena Vista Ave., berth A-7, Alameda, CA 94501, for 3; **John & Lori Carson**, (415) 283-3102 msg, Lafayette, for 1,2.

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

Herman Miller, 64, (209) 948-3111, P.O. Box 1769, Stockton, CA 95201, is 1; **Greg Falberg**, 32, (408) 749-8048, is 1; **Travis Hart**, 32, (415) 826-9440, 340 Grand Blvd., #24, San Mateo, CA 94401, is 1; **Nell A. McManus**, 39, (808) 826-6648, P.O. Box 715, Hanalei, HI, 96714; **George Bell**, 41, (408) 241-1997, 4049 Payne Ave., San Jose, CA 95117, is 1; **Bob A. Dries**, 45, (415) 864-8522, is 1; **Eino Rich Niemi**, 54, (415) 785-7743, 986 Fall River Dr., Hayward, CA 94544, is 1; **David Langerman**, 37, (707) 763-1376, W: (415) 454-1460 ext 2460, 1309 Marian Way, Petaluma, CA 94954, is 1; **Greg McGee**, 39, (415) 621-1881, 1235 Waller #11, San Francisco, CA 94117, is 1; **Frank Magnotta**, 43, H: (415) 947-1463 W: (415) 422-7285, Lafayette, CA, is 1; **Roy Klein**, 43, (415) 897-1493, Novato, CA, is 1,5; **Robert Buckley**, 43, (415) 726-5436, 465 Laurel Ave., Half Moon Bay, CA 94019, is 1; **Jim Bailey**, 58, (408) 980-1827, 2208 Second St., Santa Clara, CA 95054, is 1; **Stuart Bacon**, 64, (415) 485-1816, 1330 Lincoln Ave., #208, San Rafael, CA 94901, is 1; **Glenn Kerwin**, 22, (805) 687-4749, 768 Casiano Dr., #A, Santa Barbara, CA 93105, is 1; **Bart Hoey**, 26, (415) 456-7079, P.O. Box 171, San Quentin, CA 94964, is 1; **Michael Creedon**, 37, (415) 664-1035, 1322-21st Ave., San Francisco, CA 94122, is 1; **John Stonich**, 42, W: (408) 971-2002 H: (408) 476-0869, is 1; **Dan Duman**, 28, (415) 538-5388, P.O. Box 3728, Hayward, CA 94540, is 1; **Dan Larson**, 40, (408) 479-3517, P.O. Box 8207, Santa Cruz, CA 95062, is 1; **Ben Amyes**, 28, (408) 479-4719, P.O. Box 8207, Santa Cruz, CA 95062, is 1; **Bruce Roseman**, 27, (408) 458-3725, 323 S. Branciforte Ave., Santa Cruz, CA 95062, is 1; **Jonathan Purver**, 50, (415) 929-3526, 205 Scotia Lane, Novato, CA 94947, is 1; **Robert Van Buskirk**, 36, (415) 673-4690, P.O. Box 571, Mill Valley, CA 94941, is 1; **Robert Katz**, 46, (415) 485-5629, 54 Lóchinvar Rd., San Rafael, CA 94901, is 1; **Robert S. Bea**, 25, (415) 376-9068, 60 Shuey Dr., Moraga, CA 94556, is 1; **Jim**.

MEN FOR DAYSAILING (CONT'D)

Frederick, 54, H: (916) 392-6169 W: 978-4938, 8344 Langtree Way, Sacramento, CA 95823, is 1; **Roger W. Clark**, 44, (707) 554-4763, P.O. Box 267, Vallejo, CA 94590, is 1; **John Stashik**, 43, (415) 235-2195, 1528 Lexington Ave., El Cerrito, CA 94530, is 1; **Mark Lawn**, 36, (415) 284-2006, 3628 Bickerstaff Rd., #D, Lafayette, CA 94549, is 1; **Ron M. DeBlasi**, 39, 686-0422, 2164 Greenbrier St., Concord, CA 94520, is 1,3 (3-5); **Dennis LaRoche**, 38, (408) 267-2091, 4409 Desin Dr., San Jose, CA 95118, is 1; **Jerry Furst**, 43, (415) 228-3888, P.O. Box 108, Martinez, CA 94553, is 1; **Don Mertle**, 35, (415) 233-5929, 23 Scenic Ave., San Rafael, CA 94901, is 1; **Mike Hedman**, 25, (415) 533-3200, 2257 E. 22nd St., Oakland, CA 94606, is 1; **Greg Sanborn**, 28, (415) 525-4961, 1756 Vine St., Berkeley, CA 94703, is 1; **Jim Fraser**, 54, (408) 779-6195, P.O. Box 1647, Morgan Hill, CA 95038, is 1; **Paul Braschi**, 33, (415) 329-0885, 564 Channing, Palo Alto, CA 94301, is 1; **Joel Waldman**, 61, (408) 739-5876, 720-A Blair Ct., Sunnyvale, CA 94087, is 1; **Jim Podolske**, 37, (415) 849-3166, 1511 Berkeley Way, Berkeley, CA 94703, is 1; **Stephen Mark**, 43, (415) 775-2643, 1445 Greenwich, San Francisco, CA 94109, is 1; **Don Hamilton**, 60, (408) 723-1132, 2299 Fairlawn Ct., San Jose, CA 95125, is 1,3 (2). 5: **Gene Gowdev**, DDS, 35, (707) 778-0451, 345 S. McDowell Blvd., Ste 201, Petaluma, CA 94954, is 1,2; **Jack Arnold**, 32, (707) 795-2643, P.O. Box 2965, Petaluma, CA 94953, is 1; **Ralph Dennis**, 23, (415) 644-4161, 2560 Bancroft Way, Apt #6, Berkeley, CA 94704, is 1; **Joe Dial**, 46, (415) 431-9275, 2300 Market #92, San Francisco, CA 94114, is 1; **Dan Kaufman**, 24, (415) 524-9764, 5830 Columbia Ave., Richmond Annex, CA 94804, is 1; **G. Eric Ferguson**, 40, (415) 798-5363, 1790 Ellis #35, Concord, CA 94520, is 1; **James Jones**, 20, (415) 961-7245, 435 View St., Mt. View, CA 94041, is 1; **Jeff Angermann**, 30, (415) 894-1708, 1057 Rose Ave., Oakland, CA 94611, is 1; **Carl Finney**, 35, (707) 938-2393, 17231 Park Ave., Sonoma, CA 95476, is 1,2.

WOMEN FOR CASUAL DAYSAILING

Alexandra Dixon, 34, (415) 563-3036, c/o Yale Club of S.F., 465 California #523, San Francisco, CA 94104, is 1; **Sue Routh**, 40ish, H: (415) 831-9469 W: (415) 445-5834, 183 Cameo Dr., Danville, CA 94526, is 1; **Mary Ann**, 35, (415) 928-2618, is 1; **Sally**, 346-1887, San Francisco, is 1; **Blue**, 45, (415) 865-2583, Alameda, is 1; **Sallie**, 30, (415) 523-1006, 1150 Ballena Blvd., #51, Alameda, CA 94501, is 1; **Joan**, 29, (415) 523-1006, 1150 Ballena Blvd., #51, Alameda, CA 94501; **Ellen Seh**, 35, (415) 567-8499, for 1; **Nancy**, 39, Wkds: (415) 858-3516, is 1; **Gail Jacuzzi**, 30, (408) 756-5972, P.O. Box 2308, Sunnyvale, CA 94087, is 1; **Jeannine Fowler**, (408) 279-8681, is 1,2; **Tricia**, 44, (408) 438-8301, Scotts Valley; **Joni Monnich**, 32, (415) 865-9195, 748-B Pacific Ave., Alameda, CA 94501, is 1; **Jill**, 36, (707) 546-0536 msg or M-F (415) 332-4681, 5126 Hall Rd., Santa Rosa, CA 95401, is 1; **Pat**, 43, (408) 245-2846, Sunnvalle, CA, is 1; **Jan Gwynn**, 52, (415) 532-6105, 3030-B Berlin Way, Oakland, CA 94602, is 1; **Trina Merriman**, 41, (415) 759-1916, 431-A Belvedere St., San Francisco, CA 94117, is 1; **Andree Jackson**, 31, (415) 368-5169, 23 Austin Ave., Atherton, CA 94027, is 1; **Lauren Anthone**, 31, (415) 567-2219, 2845 Polk St., #201, San Francisco, CA 94109, is 1; **Eve Plasse**, 54, (415) 441-4639, is 1; **Linda**, 41, (415) 883-1676, 1003 Green Oak Dr., #34, Novato, CA 94949, is 1; **Denise Edwardy**, 36, (707) 963-5907, P.O. Box 672, St. Helena, CA 94574, is 1,4,5; **Carol Susan**, 38, (415) 323-3795, P.O. Box 620337, Woodside, CA 94062, is 1; **Donna T. Iuppa**, 34, (415) 337-6139, 227 Vidal Dr., San Francisco, CA 94132, is 1; **Rebecca**, 36, (415) 829-4647, P.O. Box 2675, Dublin, CA 94568, is 1; **Jay**, 51, (415) 387-2467, P.O. Box 3044, San Rafael, CA 94912, is 1; **Jeannine**, (408) 249-8094, P.O. Box 81 m/s 243-6, Moffett Field, CA 94035, is 1; **Fran Winchwend**, 30's, (415) 334-4910, is 1; **Barbara**, 34, (415) 668-9379, is 1; **Clint**, 34, (415) 285-3404, is 1; **Kay**, 39, (415) 383-9530, Mill Valley, is 1,3; **Julie Harrar/Janet Troy**, 26/24, (415) 752-1963, 415-7th Ave., #3, San Francisco, CA 94118, are 1,3 (2); **Kit**, 35, (707) 829-1182, P.O. Box 1074, Bodega Bay, CA 94923, is 1; **Barbara Messick**, (415) 752-8697, San Francisco, is 1,2,3 (6); **Joanna Apostolos**, 27, (415) 331-1519, 149 Filbert St., Sausalito, CA 94965, is 1; **Jo**, 43, P.O. Box 1625, Sausalito, CA 94966, is 1,5; **S. Jacobson**, 34, (415) 653-9934, 2999 Regent St., Ste 425, Berkeley, CA 94705, is 1; **Margareth D.**, 34, 2164 Greenbrier St., Concord, CA 94520, is 1,2; **Molly Adams**, 43, P.O. Box 4332, Citrus Heights, CA 95610, is 1,5; **Elyse Kay**, 30, (707) 833-4606, 1670 Schultz Rd., Kenwood, CA 95452, is 1; **Nancy**, 30+, (415) 327-1689, P.O. Box 50201, Palo Alto, CA 94303, is 1; **Peggy Davis**, 36, (707) 263-3751, 3990 Lakeshore Blvd., Lakeport, CA 95453, is 2; **Julie Roessler**, 25, (415) 856-9444, Palo Alto, is 1; **Mary P.**, 40ish, (415) 283-7337, P.O. Box 1231, Lafayette, CA 94549, is 1; **Emily Kasik**, 24, 474-9037, San Francisco, is 1,3 (2-4); **Peggy MacCarron**, 41, 751-5136, is 1; **Suzanne**, 33, (408) 354-8488, Los Gatos, is 1; **Nancy Navarro**, 30, (408) 246-9878, is 1; **Eve Majure**, (408) 429-6756, 890 W. Cliff Dr., #13, Santa Cruz, CA 95060, is 1.

COUPLES FOR CASUAL DAYSAILING

Dan & Julie Rauchle, 27, (415) 771-0347, 888 O'Farrell St., W1215, San Francisco, CA 94109, are 2; **Bob Day & Melanie Black**, 28/25, (408) 972-5376, 350 Los Pinos Way, San Jose, CA 95123, are 1,2; **John Diamante & wife/friend**, 46/30, (415) 777-5299, 44 Wray, Sausalito, CA 94965, are 1,2,4,5; **Peter & Elizabeth Gabriele**, 42/55,

THE 1990 CREW LIST

COUPLES FOR DAYSAILING (CONT'D)

(415) 443-9029, 420 Harding Ave., Livermore, CA 94550, are 2; **Michael Patz & Susan Finkeldle**, 30/29, (408) 247-5414, 1035 Aster Ave., Sunnyvale, CA 94086, are 2; **Mike Euritt & Cher Marshall**, 40, (415) 550-6363, 3127 Mission St., San Francisco, CA 94110, are 2; **Mike Miller & Janette Fuble**, 23/21, (408) 268-2670, 6574 Jeremie Dr., San Jose, CA 95120, are 2; **Brad Olney & Jennifer Mastripolito**, 25/20, (415) 965-7133, 210 Easy St., #5, Mtn. View, CA 94043, are 2; **John McLeod**, 35, (415) 381-1335, 642 Amaranth Blvd., Mill Valley, CA 94941, are 1,2,3 (1-4),4,5; **Frank & Rella Lossy**, 49+, (415) 527-3893, 96 Highland Blvd., Berkeley, CA 94708, are 2; **Gloria & Charles Bennett**, 45, (415) 593-0509, 2042 Mezes Ave., Belmont, CA 94002, are 2; **Suzanne & Dave Toffe**, 40/44, (408) 559-7653, 2790 Theresa Lane, San Jose, CA 95124, are 2; **Renny & Suzanne DeAssis**, 28, (415) 369-9050, 176 Duane #4, Redwood City, CA 94062, are 2; **Jann & Lee Hedrick**, 41/37, (415) 945-7332, 2709 Oak Rd., #M, Walnut Creek, CA 94596, are 1,2; **Rick & Deb Kreps**, 39/36, (415) 654-1272, 1137 Rose Ave., Piedmont, CA 94611, are 2; **Laura & Joel**, 60, (408) 736-8547, Sunnyvale, are 2; **Nancy & Richard Navarro**, 30/34, (408) 246-9878, 2200 Monroe St., #202, Santa Clara, CA 95050, are 2.

PEOPLE WANTING TO CO-CHARTER

PEOPLE WANTING TO CO-CHARTER

Richard D. Satholm, 55, (916) 989-1816, 9981 Inwood Rd., Folsom, CA 95630, wants 2 wk intervals spring/summer/fall exp 2-3/prefers 1,3,4,5,6/wants 6,7,8 Florida.
Stephen Mark, (415) 775-2643, 1445 Greenwich, San Francisco, CA 94109, anytime exp 1/prefers 1,4/wants 1,3,4,6,7.
Don Hamilton, 60, (408) 723-1132, 2299 Fairlawn Ct., San Jose, CA 95125, wants 3 weeks in the fall/winter exp 3/prefers 1,6/wants 3,6,7.
Jonathan Purver, 50, (415) 929-3526, 205 Scotia Lane, Novato, CA 94947, wants day trips in SF Bay exp 1/wants 1.
John Stonich, 42, W: (408) 971-2002 or H: (408) 476-0869, wants open exp 3/prefers 1,3,4,5,6,7/wants 1,2,3,4,5.
Dave Calhoun, 38, (415) 321-1477, 585 Morey Dr., Menlo Park, CA 94025, wants wknds spring, summer & fall exp 2/wants 1.
Trudy, 38, (408) 374-4473, 51 University Ave., Los Gatos, CA 95030, wants open exp 3/prefers 4,7/wants 8 open.
Carol Susan, 38, (415) 323-3795, P.O. Box 620337, Woodside, CA 94062, wants 1-2 weeks anytime exp 2/prefers 2,3,4,6,7/wants 1,2,3,4,5,6,7.
Julia, 36, (415) 839-6660, wants 2-3 weeks in the summer exp 2/prefers 1,4,6/wants 6,7,8 warm place.
Beverly Barth, (415) 381-1117, 617 Eucalyptus Way, Mill Valley, wants 1-2 weeks in the winter exp 3/prefers 1,2,5,6/wants 1,3,6,7.
Alan & Renae Klee, 36/30, (916) 487-0188, P.O. Box 191071, Sacramento, CA 95819, wants 10 days-2 wks in the winter exp 1/prefers 1,5,6/wants 6.
Gail Jacuzzi, 30, (408) 756-5972, P.O. Box 2308, Sunnyvale, CA 94087, wants fall, winter exp 1/prefers 1,4/wants 3,4,5,6,7.
Sharon L. Baker, 40, (907) 586-8622, 623 Main St., Juneau, AK 99801 exp 1/prefers 1,4,6/wants 3,4,5,6,7,8 NZ.
Bob A. Dries, 45, (415) 864-8522, 1250 Masonic Ave., San Francisco, CA 94117, wants 2-4 wks in the spring/summer/fall exp 3/prefers 1,6/wants 3,4,5,6,7.
Margareth D., 34, 2164 Greenbrier St., Concord, CA 94520, wants 1-2 weeks in the summer/fall exp 1/prefers 3,4,5,6,7/wants 2,3,4.
Ron M. DeBlasi, 39, 2164 Greenbrier St., Concord, CA 94520, wants 1-2 weeks in the summer/fall exp 2/prefers 6/wants 1,2,3,8 Delta.
Neil A. McManus, 39, (808) 826-6648, P.O. Box 715, Hanalei, HI, 96714, wants 1-4-6 weeks in the spring/summer exp 3/prefers 1,3,4,6,7/wants 3,4,6,7,8 So. Pac.
John Galey, (702) 831-5810, P.O. Box 7990, Incline Vlg, NV 89450, wants several weeks anytime exp 3/prefers 1,4,5,6/wants 3,5,6,7.
Blue, 45, (415) 865-2583, Alameda exp 1/prefers 1,4,6,7/wants 3,7,8 So. Pac.
John Stashik, 43, (415) 235-2195, 1528 Lexington Ave., El Cerrito, CA 94530, when & where open exp 3/prefers 1,3,4,5,6/wants 1,2,5.
Jann &/or Lee Hedrick, 41/37, (415) 945-7332, 2709 Oak Rd., #M, Walnut Creek, CA 94596 exp 3/prefers 1,3,5,6/wants 1,3,5,6,7,8 So. Pac.
Renny & Suzanne DeAssis, 28, (415) 369-9050, 176 Duane #4, Redwood City, CA 94062, wants wknds/1 wk in the summer-early fall exp 2/prefers 1,3,5/wants 1,5.
Renee Hudson & Tom Keegan, 33, (408) 723-0195, 1563 Colmery Ln., San Jose, CA 95118, wants 2-4 weeks anytime exp 2/prefers 1,3,6/wants 3,4,6.
Jim Podolske, 37, (415) 849-3166, 1511 Berkeley Way, Berkeley, CA 94703, wants 1 day year round exp 2/prefers 1,4,6/wants 1.

WANT TO CO-CHARTER (CONT'D)

Nancy, 30+, (415) 327-1689, P.O. Box 50201, Palo Alto, CA 94303, wants 1-2 weeks exp 2/prefers 1,3,4,6/wants 1,2,6,7.
Joe Dial, 46, (415) 431-9275, 2300 Market #92, San Francisco, CA 94114, when and where open exp 2/prefers 1,3,4,5,6/wants 2,6.

WANT TO CO-CHARTER

I/WE WANT TO CO-CHARTER FOR _____ WEEKS IN
THE _____ (SPRING, SUMMER, FALL, WINTER) OF 1990.

SAILING EXPERIENCE:

- 1) Little or none. I'll need a co-charterer to skipper and give me direction
- 2) Moderate. I sail regularly and have chartered before. Prefer co-charterer of at least equal proficiency
- 3) Lots. I've sailed and or chartered many types of boats and am a competent skipper. Would be willing to co-charter with less-experienced party.

I/WE PREFER TO CO-CHARTER:

- 1) Bareboats (we sail)
- 2) Crewed (professional skipper and/or crew)
- 3) With other couples
- 4) With other singles
- 5) A smaller (30 to 40 feet) boat with one or two other people
- 6) A medium (40 to 50 feet) boat with four to six other people
- 7) A large (60 feet or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER

1) San Francisco Bay	5) Pacific Northwest
2) Southern California	6) Caribbean
3) Mexico	7) Mediterranean
4) Hawaii	8) Other

Dan Kaufman, 24, (415) 524-9764, 5830 Columbia Ave., Richmond Annex, CA 94804, when and where open exp 1/prefers 1,4/wants 1,2.
Julie Roessler, 25, (415) 856-9444, Palo Alto, wants 2-4 weeks in the summer/fall exp 1/prefers 1,4,5/wants 1,2,3,4,6,7.
Emily Kasik, 24, 474-9037, San Francisco exp 1/prefers 1,4,5,6/wants 1,2,4,6.

PEOPLE WANTING TO BOAT SWAP

PEOPLE WANTING TO BOAT SWAP

Jim Curtis, 36, (408) 265-9069, 3644 Kilo Ave., San Jose, CA 95124, Newport 30 II, would like boat in the Lake Tahoe area for about 1 week in July.
Rick Probst, 35, (415) 331-2655, P.O. Box 2070, Sausalito, CA 94966, Bristol 35.5, would like boat in the Caribbean area for about 4 weeks in May.

SEE YOU AT THE CREW LIST PARTY!



PIER 39 MARINA



YOU CAN LEAVE YOUR HEART IN SAN FRANCISCO.

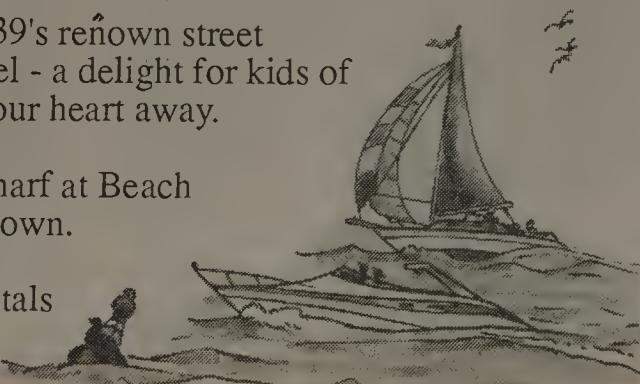
In fact, we recommend you leave your heart along with your boat, appetite, and sense of wonder. When you rent or lease a berth at Pier 39 Marina, that's all you need to enjoy the best mix of San Francisco in one picturesque location.

At the Pier 39 Marina, you'll enjoy the best of waterfront shopping, dining and entertainment. Discover more than 100 specialty shops and 12 full service restaurants.

Treat yourself to the hilarious acts of Pier 39's renown street performers or a ride on the double decker carousel - a delight for kids of all ages. It's such a wonderful time, we'll steal your heart away.

Located two blocks east of Fishermen's Wharf at Beach and The Embarcadero - just minutes from Downtown.

For further details about Marina Guest Berth Rentals or special events please call (415) 981-1796



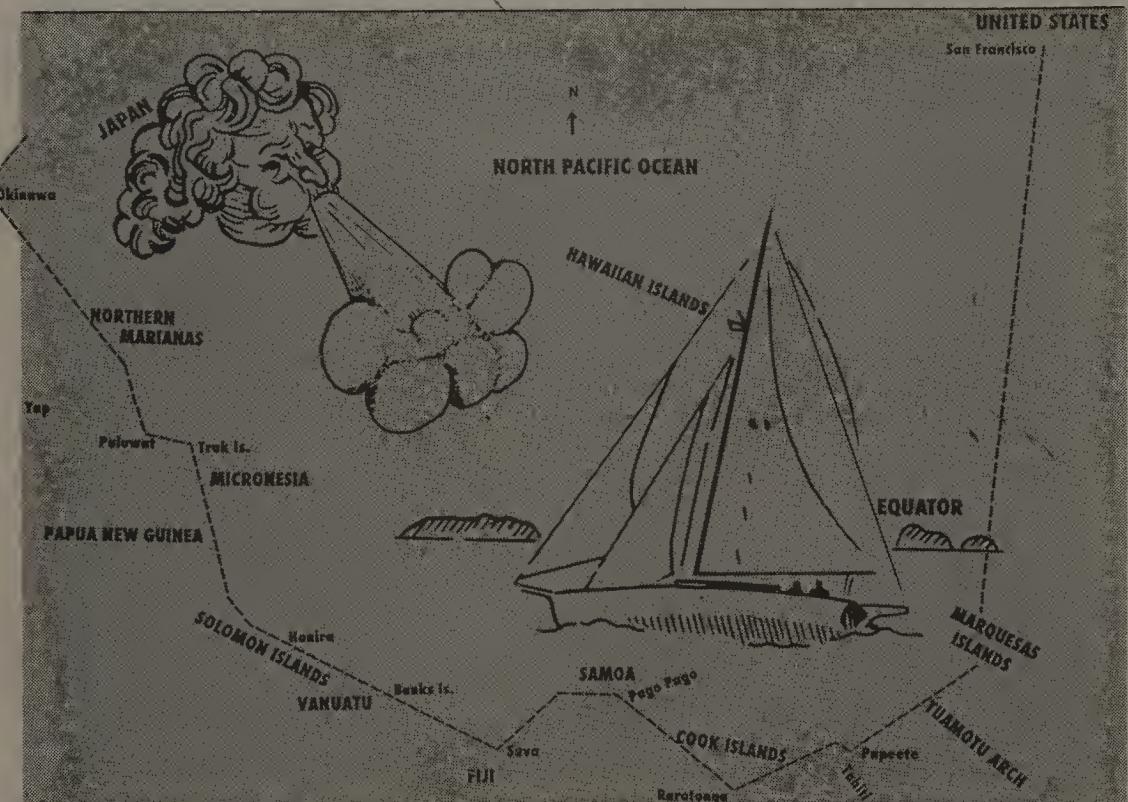
SOUTH SEAS ALTERNATIVE:

So it's come down to this: You're at the Musket Cove Resort on Malolo Lailai in Fiji; it's September and the rest of the fleet is trying to sober up just enough to start the 'cruising race' to Vanuatu. You're thinking back over the past year of cruising

don't have to spend five shivering months drinking overpriced beer listening to some Kiwi boor brag about the America's Cup;

which reminded everyone that Kiwiland is still within the reach of nasty tropical storms.

What hasn't changed is that most Kiwis are truly wonderful people. But the people are equally nice on the Sake Run. And they wear a lot fewer clothes.



The road less travelled: to get off the Milk Run, hang a right at Fiji and head for Japan.

the 'Milk Run' from San Francisco down through French Polynesia and the Cooks, to Samoa, Tonga and Fiji, and you're looking at gaudy turquoise water and the swaying palm trees. You ask yourself:

"Do I really want to go to New Zealand for the cyclone (hurricane) season? Do I really want to spend five or six

not when you could be stretched out under a palm tree eating lobster served by topless island maidens.

So maybe Musket Cove ought to be where you split tacks with the rest of the Milk Run fleet. When they pass through the reef they turn left; when you pass through the reef you turn right. They head for a country pretty much like the one you left, while you head for the most exotic cruising the Pacific — avoiding cyclones, high prices and those gloating Kiwis.

Because you'll end up in Japan instead of New Zealand, we'll call this route — with a tip of the hat to John Neal — the Sake Run.

It's true that a few years ago it made sense for cruisers to continue on to New Zealand for the November-March South Pacific cyclone season. For one thing, there was nowhere else out here to get boat work done. That has changed. You can haul in Tonga, Suva, Tulagi in the Solomons and now at a yard in Yap. It also used to be true that gear, materials and labor were cheap in New Zealand. That's no longer true. Except for mutton and potatoes, everything is dear in the land of the long white cloud. And, it used to be that people thought New Zealand was cyclone free. Then came Cyclone Bolla,

A knifing is always a possibility on the Sake Run — assuming you're an attractive piece of wood.

months among Anglo Saxons? Are there alternatives?"

You bet there are alternatives! You

THE SAKE RUN

ALL PHOTOS HODIERNE/SHEPARD

enough easting you'll want to visit tiny Kapingamarangi. Then on to Truk and the out islands of Micronesia (and the lobster we previously mentioned). Be careful not to get too far west of Puluwat, in which case you'd have trouble laying Guam on one tack, which would mean missing the Yap Islands on this leg of the trip.

The next stop, Guam, combines all the charm of Los Angeles with the efficiency (cough, cough) of the islands. At least you can leave there well-stocked with inexpensive American food. From Guam you strike out for Okinawa and the southern islands of Japan, which offer some of the most interesting cruising of the entire trip.

From Japan you have a number of options: Sail 4,500 miles across the North

This Pulap boy rides on the back of a turtle he'd tied to 'Yankee Lady' as a prank.

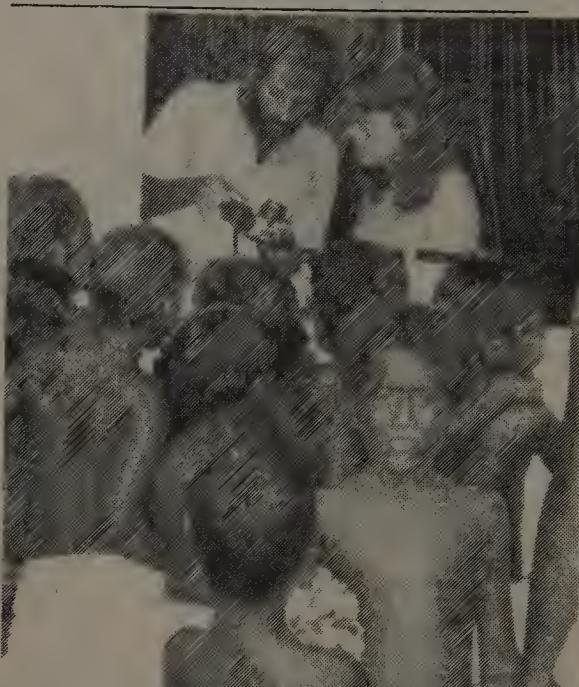
Pacific back home (proving what a ballsy sailor you are); turn around and head back to Yap and the South Pacific (it's an easy sail from Japan); or sell your boat to the yacht-hungry Japanese and thus do your little part to help restore the trade balance.

There it all is, in a coconut shell, the Sake Run.

Ah, but we're getting a little ahead of ourselves. Back to Fiji.

Before you leave Suva, you want to get your bottom painted and take care of all other pressing repairs. We hauled our Traveller 32, *Yankee Lady*, and paid someone else to paint the bottom. The total cost — not including the paint — was \$100. Name brand bottom paint is a steal at \$40 a gallon. (We've even heard of yachties tipping the paint factory guys to up the paint's copper content to increase its

anti-fouling potential.) In any event, try matching those prices in New Zealand. Of course things move a little slower in Suva than they do in Auckland but, hey, what's the hurry? If you wanted the fast life you should have stayed in San Francisco.



Locals along the Milk Run are used to cruisers; locals on the Sake Run rarely — and sometimes never — have seen cruisers.

Fiji is a good place to get everything fixed that needs it, because it'll be a long while before you get another chance. Those topless maidens who cook a mean lobster don't know much about repairing SatNavs. We got both our SatNav and ham radio fixed by some sharp technicians at Awa in Suva.

While in Suva you also want to stock up on trading goods: Sony Walkmans, diving watches, wood carving tools, dry cell batteries, 500 grit wet & dry sandpaper, t-shirts, epoxy glue and so forth. All of these are cheap in Suva and you'll need them for trading in the Solomons and as gifts later on.

The Polynesians are wonderful people but as artists they leave a lot to be desired. The occasional woven hat, a nice outrigger canoe, a shell necklace — that's about it. We got all the way to Fiji without finding much to bring home but memories. It's different in the Solomons, where you find wood carvers whose works belong in museums. If you like primitive art, their work will knock you out. And, as the ad says, they don't take American Express. They prefer to trade for goods.

The other thing you should do before leaving Musket Cove — but don't tell anybody that it was us who told you — is take advantage of the Musket Cove Race to stock up on duty free booze. Yachts



SOUTH SEAS ALTERNATIVE:

entered in the race get to buy duty free; you won't be entering, but surely after cruising this far you've become clever enough to figure out how to get in on it.

We suggest that whatever other booze you buy that you also purchase at least

washing machines onboard are given a time allowance. And our favorite, the first boat across the finish line is automatically disqualified unless the captain can prove he blatantly cheated.

How you time your Sake Run is, of course, your business. There's lots of flexibility. But let's assume you leave Fiji after the Musket Cove Race starts in September. (You could leave before the Race Week party, but that would be silly. It's a terrific bash and a fun reunion with cruisers you've met along the way.) Here are our recommended parameters for the Sake Run:

1. You want to get north of 10°S before November, the start of the South Pacific cyclone season.

2. It would be better if you cruised the Solomons before December and January because there is often no wind then. We cruised the area in December and January and had to motor almost the entire time.

3. You probably won't want to leave Guam and head for Okinawa and Japan until April, when you are more likely to find the wind blowing other than directly into your face. Besides, before April you



Blonde hair is not uncommon on children in Micronesia; it comes from spending so much time in the sun and saltwater.

two cases of Bounty brand overproof rum. Made in Fiji, it can't be beat at just \$3 a bottle. We drink the stuff straight; it tastes all right, especially after the second or third drink.

If you're not familiar with the race that starts from Musket Cove each September, you should be. It is one of the premiere

Japan to America, you want to leave Japan on the Fourth of July. July and August are the only two months when the incidence of North Pacific gales is even close to acceptable. Jake Wood made the crossing in April-May about 15 years ago



yacht races in the world. The route is from Musket Cove in Fiji to Vanuatu to Auckland. Among the rules: When the wind is less than 10 knots entrants are required to motor. Crews with matching foul weather gear are penalized. Boats with

A typical Sake Run family poses with young Cutter Hodierne. Can you spot him?

are definitely talking about dragging out the long underwear and wool watch cap.

4. If you are going to sail home from

with his C&C 61, Sorcery. After a series of full gales a rogue wave cartwheeled the big sloop.

5. If you are planning on returning to the South Pacific from Japan, you want to leave Japan in May or June, before the

THE SAKE RUN



War remains, like this Japanese self-propelled gun at Guadalcanal, can be found all along the Sake Run.

typhoon season gets into full swing. Or you can wait until the following November when the typhoons are gone and the wind shifts back to the north.

We cruised the southern islands of Japan, an area known as Typhoon Alley, during typhoon season. The harbors are super and the weather forecasting excellent. You can be safe and comfortable; you can't be in a hurry.

6. It is possible to do the Sake Run in one season, leaving Fiji in September and leaving Japan the following July. But if at all possible, we recommend stretching it out to two seasons.

If you're like us and hadn't planned to make the Sake Run when you left home, you probably won't have the charts you need. You will find few of the necessary charts in Suva, but the chart agent does have catalogs. We suggest using his catalog to find out what charts you need but then, in order to save money, order the charts yourself. (If you feel guilty about it, buy a couple of charts from the agent.) Because the air service is better between Fiji and Australia, it's often cheapest and fastest to order your charts from Oz. If, however, you are having friends come down to visit you, there's no reason not to use the 'back home' chart

agent you've used all along.

The Solomon Islands government publishes some charts for their islands which are quite good, but I wouldn't try ordering them through the mail. You just have to wait until you get to Honira.

Other stuff you want to do before you depart Fiji on the Sake Run:

1. Write the Immigration Department,

are they won't mail you a permit. Nobody has had a problem cruising there without one, especially if you can show that you applied for the proper permit.

2. Find out what the current best thinking is regarding malaria medicines and stock up in Fiji. You will need it in the Solomons and Papua New Guinea. In most cases you need to begin taking the medicine two weeks in advance.

3. Order a copy of *Cruising the Solomons* by Alan Lucas. It is the best (and only) cruising guide to the Solomons.

4. Three other guidebooks you should have are the *South Pacific Handbook* and the *Micronesia Handbook*, both by David Stanley, and the *Japan Handbook* by J.D. Bisignani. All three are published by Moon Publications, 722 Wall Street, Chico, CA 95928.

5. And, of course, don't forget Earl Hinz' *Landfalls of Paradise*. No respectable cruising boat would leave California without it.

The Sake Run has become increasingly popular in recent years. Even so, you will find that in most of the popular ports of call — such as Honira, Truk and Guam — the number of foreign yachts is in the dozens rather than hundreds. Suva, for instance, is visited by more than 200 foreign yachts each year and Tahiti by 800. But when we passed through Okinawa, which is well into the Sake Run, we were only the fourth foreign



Every now and then you even come across a yacht club on the Sake Run. The Point Cruz YC is in the Solomon Islands.

Federated States of Micronesia, Kolonia, Ponape, FSM for your Micronesian cruising permit. Keep a copy of the letter. Chances

yacht to have stopped there all year. With almost no effort you can find places that have never seen a yacht before.

Now that's paradise!

— robert hodierne &
alicia shepard

CONGRESSIONAL CUP '90:

After losing three straight races on the second day of Congressional Cup competition, things were looking uncharacteristically grim for 29-year-old New Zealand match racing star Chris Dickson. "When I overheard one of my crew making arrangements to go to Mammoth Mountain on Saturday (the day of the finals), I knew we were in deep trouble," joked Dickson later.

"Actually, losing those races was the best thing that could have happened to us," claimed crewmember Steve Rosenberg. "We were too confident — Chris had won seven in a row on the World Match Racing Circuit and, like the Forty-Niners, everyone just expected us to win. We needed an attitude adjustment."

Under pressure, Dickson and his hybrid henchmen (three Kiwis, two Japanese and Rosenberg, a Long Beach resident) came alive the next day to take two must-win races. Like Joe Montana and the Niners getting fired up in the second half, Dickson got down to business: first John Kolius, and then Peter Gilmour, were dismissed with icy efficiency.

That was the turning point of the 26th annual Congressional Cup; Long Beach YC might as well have started fitting the coveted Crimson Blazer for "Dicko", as he's known on the circuit, on Friday evening. Saturday's final four-way playoff was almost anti-climactic — Dickson, more aggressive and confident with every race, made it look easy. He rolled Peter Isler 2-0 in the semis (by 24 and 30 seconds, relatively wide margins in match racing) and went on to put away

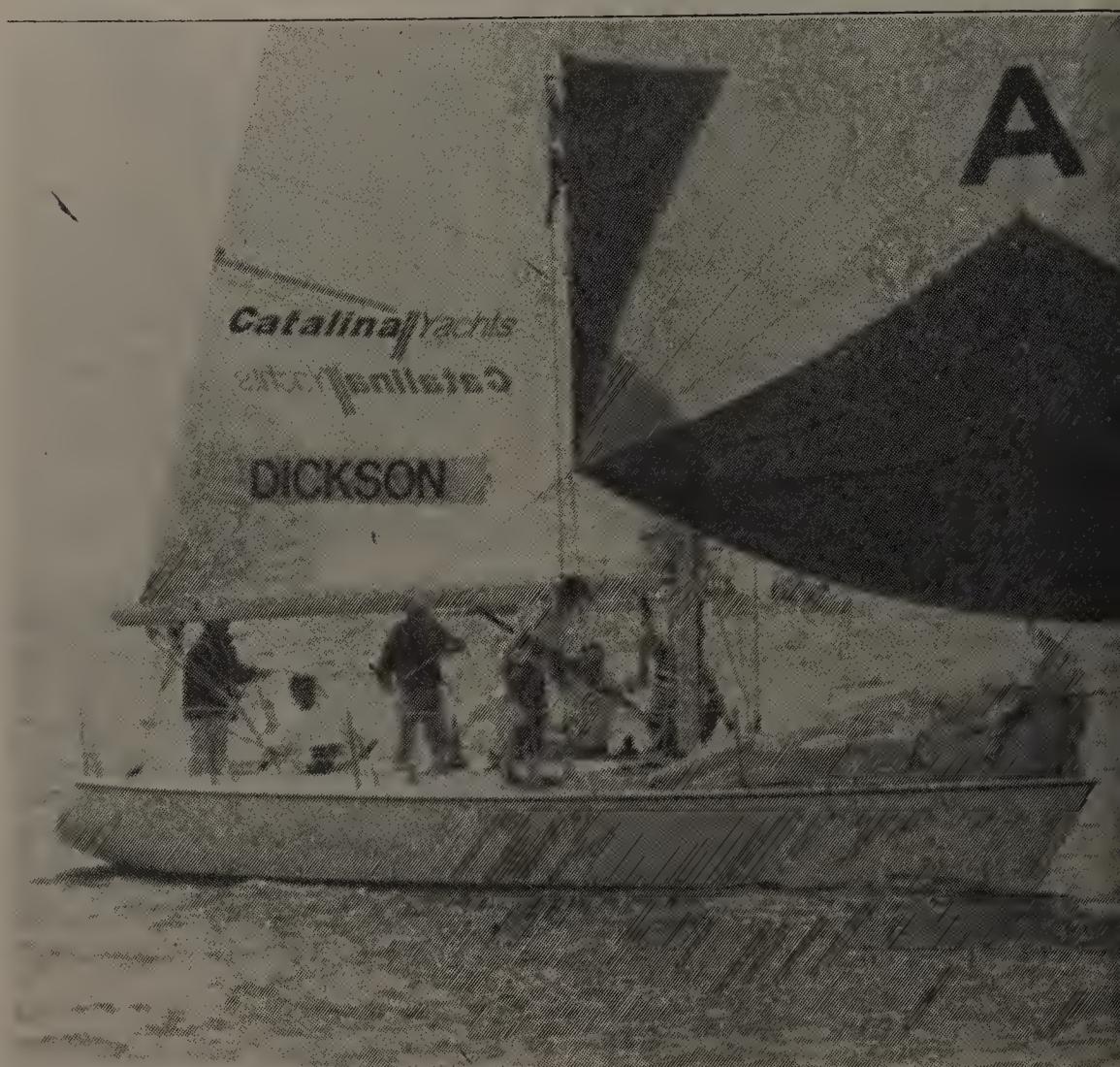
that in this series," said Rosenberg, a dinghy sailor who crews for Dickson frequently. "He doesn't fly off the handle like he used to

Pre-start maneuvers often involved sailing into the spectator fleet.

when we were losing. I think he's going to be very, very tough to beat in the 1992 America's Cup."

Robbie Haines 2-0 (by 19 and 30 seconds) in the finals.

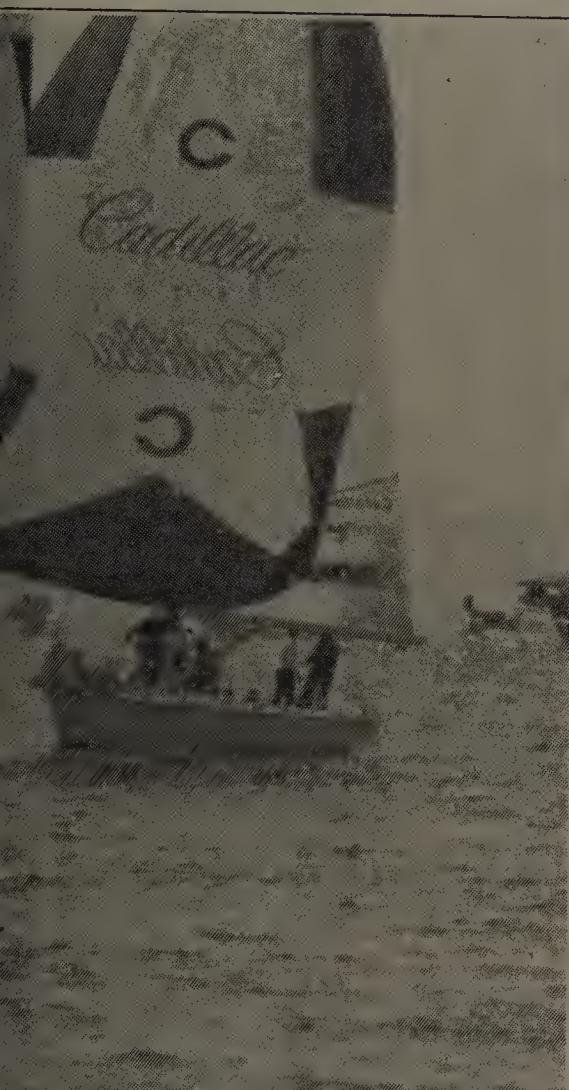
"Chris has matured a lot; you could see



The "new improved, extra strength" 1990 Congressional Cup, held in virgin Catalina 37s on March 14-17 in the waters off Long Beach, merely confirmed what everyone knew anyway — that Chris Dickson is the best match racer in the world. The Nippon Challenge, Japan's bucks-up America's Cup effort, obviously thinks so: prior to the Congressional Cup, Dickson — in a move which must have galled Michael Fay — was hired to skipper the Japanese boat for a reported \$400,000 signing bonus and \$10,000 a week.

Although there's no prize money involved in the Congressional Cup (yet), there's a lot more at stake than just the traditional Crimson Blazer, a bottle of champagne and the ceremonial dockside dunking. Next to the America's Cup, this is widely considered the most prestigious and visible match racing series in the world — success here is mandatory for America's Cup aspirants. San Diegan Peter "Pedro" Isler, who finished third in the C-Cup for the second year in a row, has announced his America's Cup campaign; fourth place finisher Russell Coutts, an easy-going Kiwi who compiled the best record (7-2) in the round robin series before falling apart in the semi-finals, also has A-Cup aspirations.

IN THE COURT OF THE CRIMSON KING



Chris Dickson, shown here leading Peter Gilmour, came on strong in the stretch.

So does Rolex Yachtsman of the Year Larry Klein, who finished a creditable fifth in his first big league match racing outing. Though he finished out of the hunt, Klein — whose crew nicknamed him "Mr. Clean"

ALL PHOTOS LATITUDE/ROB

and purchased a large chandlery). Australian America's Cup contender Peter Gilmour, the '88 Congressional Cup winner, came in seventh, lamenting the absence of his regular crew ("At this level, you need really good teamwork. With Australia's economic downturn — and without potential prize money — it wasn't feasible to fly my guys halfway around the world," said Gilmour).

Rounding out the field were Connecticut's Bill Lynn, Japan's Makato Namba and Long Beach YC's local talent Mike Elias, who was awarded "The Book", now a bronze replica of Arthur Knapp's long out-of-print *Race Your Boat Right* for finishing tenth. "Let me tell you, this is *really* special," deadpanned Elias at the awards ceremony.

Dickson may have won the Congressional Cup — along with the Cadillac Award of Excellence (a pickle dish, not a car) and a funny-colored blazer suitable for wear only at golf tournaments or the Congressional Cup — but it was second place finisher Robbie Haines and his Newport Harbor YC gang that scored the most-admired trophy: the Sebago Docksides Trophy for "positive social skills and good 'dockside' behavior". Not your average sportsmanship trophies, these were mounted fiberglass half-models of a blue Sebago Docksider! Crewmember Dave Culver couldn't wait to hang his amongst his half dozen or so half-models of Tomahawk, Emeraude and the like. "Wait 'til Kenny Gardiner (Newport Beach's famed model maker) sees this!" he chuckled.

WINNERS OF THE CRIMSON BLAZER

1965	Gerry Driscoll	San Diego	1978	Dick Deaver	Los Angeles
1966	Gerry Driscoll	San Diego	1979	Dennis Durgan	Newport
1967	Scott Allan	Newport	1980	Dennis Durgan	Newport
1968	Skip Allan	Los Angeles	1981	Rod Davis	Long Beach
1969	Henry Sprague III	U.S. Navy	1982	Scott Perry	Naval Acad.
1970	Argyle Campbell	Balboa	1983	Dave Perry	Yale Univ.
1971	Tom Pickard	Long Beach	1984	Dave Perry	Yale Univ.
1972	Argyle Campbell	Balboa	1985	Rod Davis	Newport
1973	Dennis Conner	San Diego	1986	Harold Cudmore	Ireland
1974	Bill Ficker	New York	1987	Edward Owen	England
1975	Dennis Conner	San Diego	1988	Peter Gilmour	Australia
1976	Dick Deaver	Los Angeles	1989	Rod Davis	New Zealand
1977	Ted Turner	Atlanta	1990	Chris Dickson	New Zealand

— did win one award: a framed "Y" (protest) flag, courtesy of Cy Gillette and his international jury, for tossing the most flags during the 45-race round robin event.

John Kolius finished sixth, perhaps preoccupied by business worries (just before the C-Cup, he had moved back to Texas

Haines' second place finish was a popular one, as well as something of a surprise. The well-liked local sailmaker was a last minute replacement for Paul Cayard, and his match racing skills were admittedly rusty. Through good starts and solid crew work, Haines made it to the finals — only to be

overwhelmed by Dickson's repertoire of match racing tricks. (At one leeward mark, Dickson purposely fouled Haines to get the inside overlap, knowing it was faster to do a penalty 270° in the responsive Catalina 37s than to come out behind at the rounding.)

"Chris was very, very good," allowed Robbie. "He beat us fair and square." Haines also contributed to his own demise in the



Finalists Robbie Haines (left) and Chris Dickson face the press.

last race when, after brushing the windward mark (while leading Dickson), he instinctively re-rounded it. Under the new match racing rules, the proper atonement — a moot issue as Dickson sailed away to win the series — would have been a 270° on the next windward leg when, and if, the judges called for it.

At the press conference later, Haines cheerfully admitted his mental lapse. He seemed vaguely out of place — almost too nice a guy to be sitting at the table with professional match racers Isler, Coutts and Dickson, all of whom were carrying on about their America's Cup plans and how the Congressional Cup should offer prize money in the future.

Haines' view on prize money was refreshing ("It doesn't matter to me — I've got a job. I'm just happy to have been invited."), as was his response to inquiries about his future plans: "I'm just going to spend some time with my family. My son wants to go see *The Hunt for Red October*."

With due respect to Dickson, Haines and the other luminaries, there was another star at this year's Congressional Cup — Catalina Yacht's Frank Butler and his fleet of One Design 37s. In fact, Butler was the only person to receive a standing ovation at the

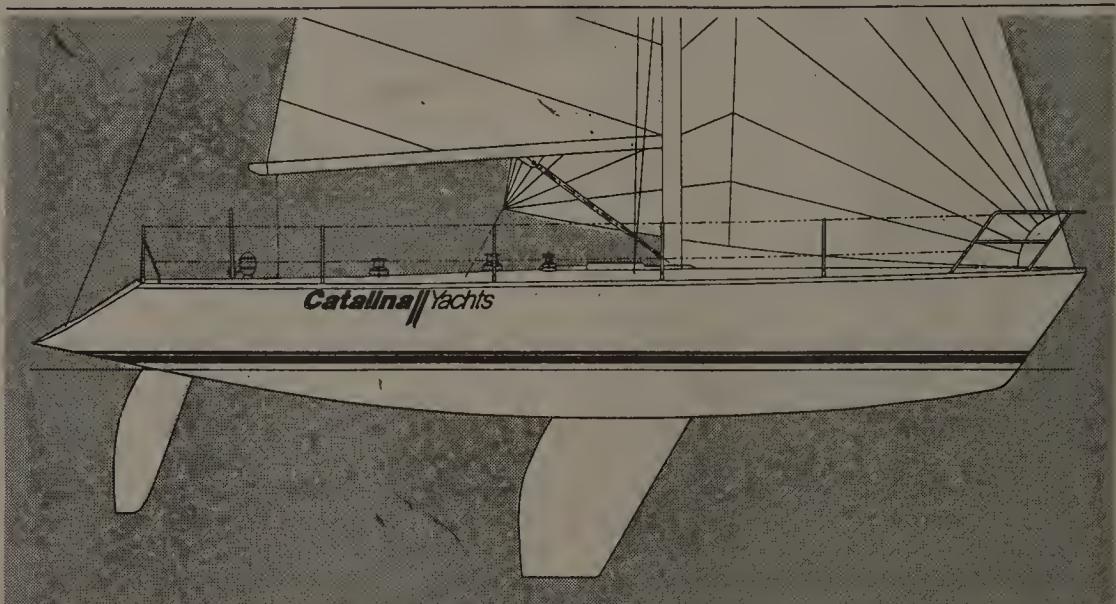
CONGRESSIONAL CUP '90

awards dinner — a testimony to his continuing commitment to the Congressional Cup. Catalina spent nearly \$1,000,000 to create the 11 boats (one is a spare), which are dedicated solely to the Congressional Cup for the next five years. (After that,



Dickson lets it fly after winning the C-Cup. Next, the America's Cup?

Catalina Yachts and LBYC will review their contract and the boats, which will be dry stored in Oxnard, may be made available to



Hats off to Catalina Yachts for designing, building and providing the sleek new 37s.

other match racing series.)

The low freeboard 37s, which replaced the aging and notoriously unequal Catalina 38s, got rave reviews from everyone. Even the rockstars — who, let's face it, can be a tough audience — were unrestrained in their enthusiasm for the lively and truly equalized 11,000 pounders. We did hear a few comments about how the boats sideslip more than IOR boats or J/35s (at least they sideslip equally); that they become overpowered easily and need adjustable backstays (again, they get overpowered equally); that the spinnaker turtles were "pieces of junk" (picky, picky); and, ironically, that they're almost too responsive, making it hard to pin a competitor for very long.

"I thought the boats were just great," said Coutts' bowman, Geordie Shaver, who was the only Bay Area sailor in the competition. "If something's 99% perfect, why should anyone dwell on the 1% that isn't?"

Indeed, the whole regatta was "99% perfect" this time around, and not just because of the exciting new boats or hot competition. The race committee did a fine job of responding to the racer's desires (longer single lap windward-leeward courses were discarded in favor of two shorter laps); the on-the-water judging was near-perfect, having come a long way since it debuted here two years ago (that year, the press labelled it the "Confusion Cup"); and the shoreside support and activities were first class, involving something like 300 LBYC volunteers. "It's our biggest deal of the year," said LBYC club member Mike Campbell

(owner of the Barnett 52 *Climax*), whose contribution to this year's C-Cup was the happy task of housing "Dicko" and his mates.

We could carry on and on about this four star regatta — about how the new boats have rescued the C-Cup from mediocrity; how the venerable event has regained its rightful position at the top of the heap of the dozen other match racing series that were

1990 C-CUP RESULTS

ROUND ROBIN ELIMINATION:

1) Russell Coutts	New Zealand	7-2
2) Peter Isler	San Diego	6-3
3) Chris Dickson	New Zealand	6-3
4) Robbie Haines	Newport Beach	6-3
5) Larry Klein	San Diego	4-5
6) John Kollus	Houston	4-5
7) Peter Gilmour	Australia	4-5
8) Bill Lynn	Darien, CT	4-5
9) Makoto Namba	Japan	2-7
10) Mike Elias	Long Beach	2-7

SEMI-FINALS:

Chris Dickson d. Peter Isler, 2-0
Robbie Haines d. Russell Coutts, 2-0

CONSOLATION ROUND:

Peter Isler d. Russell Coutts, 2-0

FINALS:

Chris Dickson d. Robbie Haines, 2-0

spawned in its image; how the next step, inevitably, is prize money; and so on.

But, hey, we wouldn't want to steal Gary Jobson's and Jim Kelly's thunder. Their half hour ESPN special on the 1990 Congressional Cup is scheduled to air on Saturday, April 21 at 1:30 p.m. We've already got our VCR programmed, because this was a regatta we want to remember.

— latitude/rkm

PRODUCT HIGHLIGHTS



SAILOMAT 536

A masterpiece in design and function. Outstanding performance record. Built in Sweden to highest quality standards. Backed by 15 years professional experience and three years pendulum warranty. Simple installation. Special brackets for difficult sterns. Coupling to tiller or wheel. Over size shafts. Emergency steering capability. Factory-direct office - for professional advice submit your yacht specifications and stern geometry. Worldwide export.

Order brochure:

SAILOMAT CORPORATION
P.O. Box 1952
La Jolla, CA 92038
(619) 454-6191
FAX (619) 454-7861



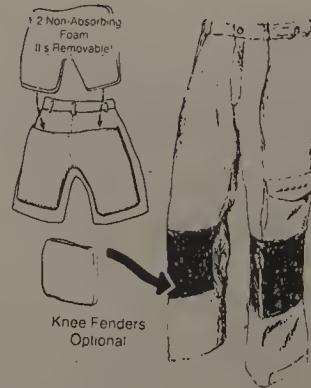
FURLEX FOR SMALLER BOATS

The new FURLEX type A for boats under 30' has been added to the line of FURLEX jib furling and reefing systems. Manufactured in Sweden, Furlex has been extremely successful on the East coast and is now available here. Furlex features aerodynamic double groove aluminum extrusions and a split drum for quick conversion to racing. The standard Furlex package includes everything to complete the installation. No hidden costs! Complete with a five year guarantee and priced for a small boat budget.

For further information and a dealer nearest you, contact the U.S. importer.

SAIL SYSTEMS INC.

Box 1218
Marblehead, MA 01945
(617) 639-0440
Fax (617) 631-7517



BREAKER SAILING SHORTS AND LONG PANTS

FANNY AND KNEE FENDERS.™

Rugged, protective, Bermuda-length shorts and slacks have been developed by Sailing Angles for the rigors of body-abusive hard sailing and working.

Double seats and knees, deep canvas pockets, non-corroding zipper, waist adjustment straps, 10-12 oz. canvas/twill, and its unique options. The Fanny and Knee Fenders distinguish this handsome clothing line from all others. The Fanny/Knee Fenders are made of 1/2" closed cell foam giving full buttock, thigh and/or knee protection. They're completely removable!

Uncommon quality strength, value and utility: Sizes 28 to 42.

Shorts - \$49.95 • Longs - \$72 • Fanny Fenders - \$9.95
Knee Fenders - 2 for \$5.95 • Colors: Khaki, White & Blue
Shipping not included.

Sailing Angles Inc.

P.O. Box 331725
Miami, FL 33233
1-800-666-3616



Star Brite Premium Marine Polish with Teflon®

Star Brite announces its latest advance in the field of marine polish/wax - new Star Brite Premium Marine Polish with Teflon®. This amazing new product is extremely easy to use - just wipe on, let dry and wipe off. No hard rubbing or buffing is required. The result is a fantastic deep shine with extremely long lasting protection and weather resistance.

The product is formulated with latest technology polymers which lock protection onto fiberglass, metal and painted surfaces. UV inhibitors are blended in to protect the surface from the sun's

damaging rays. The Teflon® component leaves a super slick shine which protects against weathering and repels stains, dirt, oil, grime, salt spray and other surface spoilers.

Star Brite Premium Marine Polish with Teflon® is packaged in a 16 fl. oz. bottle with a suggested list price of \$12.95. It is available at marine, fishing tackle and sporting goods retailers.



APOLLO DIESEL GENERATORS

Apollo Diesel Generators specializes in custom compact, lightweight, high-performance diesel generators. They are powered by rugged Kubota Diesel Engines offering electric start with hand crank capability. Apollo Generators are freshwater cooled. Apollo Generators are of drip-proof construction, inherently voltage regulated and the rotor is supported by two "heavy-duty" ball bearings. Standard generator sets from 2.5 kilowatts to 8.0 kilowatts. Custom accessories such as refrigeration compressor, water maker compressor, DC alternators, dive compressor and bilge pumps can be added on and mechanically driven by your Apollo Generator, as the system pictured above. Quiet, vibration-free, high in quality and long in life. Parts are available worldwide. Get more kilowatts for your money, not more weight, as well as economical fuel consumption, low maintenance cost and quick and easy starting.

Apollo Diesel Generators

833 W. 17th Street, #3
Costa Mesa, CA 92627
Call or Fax (714) 650-1240

MAX EBB QUESTIONS

The small group of people huddled around the corner table in the yacht club dining room were so absorbed in their work that they barely noticed when I walked into the room. They were working out the race instructions for our Big Spring Regatta, and they were making heavy weather of it, from what I could overhear.

"Why don't we just say in the instructions that Appendix 14 doesn't apply?" said one of the committee.

"It would have to be in the race announcement," added another voice, which I recognized as belonging to our Race Committee chairman.

"The invitations and entry forms have already gone out," noted the person in charge of publicity for the event. "Can't it be in the Race Instructions?"

This was followed by the sound of rustling paper and flapping pages, as four people flipped through rule books to find the appropriate rules governing this subtle but important point. A fifth member of the committee, who did not have his own rule book, noticed me and waved hello, then motioned for me to pull up a chair. So I joined the group, although it was more to eavesdrop than to participate.

"Here it is, Rule 3, Sailing Instructions, under 3.1 (a): 'Instructions shall rank as rules and may, subject to... let's see, blah, blah, blah... a rule by specific reference to it.'"

"But look under Notice of Race, Rule 2(h)," said another member. "Variations from the racing rules' have to be included in the original Notice of Race."

"So we have to issue an amendment to the Notice of Race," opined the first committee member. "Let's see, if we mail it out tomorrow, they should have it by . . ."

Hold on just a darn minute!" interrupted a third member of the committee. "That 'blah, blah, blah' part you left out says 'subject to the restrictions of rule 3.1(b)', which as I read it says you're not allowed to modify Appendix 14 in the sailing instructions or the notice of race, except" . . . his lips moved silently as his finger traced

They all looked at me like I was some kind of an idiot.

through the complex wording... "in accordance with rule 3.2 (b) (xxix)."

Everybody instantly flipped to the next page to find 3.2 (b) (xxix).

"Racing rules applicable between sunset

and... No dice, this doesn't help at all."

"Well then, why don't we just modify rule 3.1, the part that says we can't modify Appendix 14?"

"Because it also says we can't modify rules 1,2, and 3, and we're talking about rule 3."

"But we're going to modify the part that says that!"

From there the conversation degenerated into the meaning of circular logic and other fundamental questions of reality and existence. Finally I had to ask:

"Why do you want to modify appendix 14?"

They all looked at me like I was some kind of an idiot.

"Max," the race committee chair explained patiently, "if Appendix 14 applies, no one will be allowed to wear the T-shirts we're going to sell. At least not during the race."

"So?" I asked again, still bewildered.

"The shirts are subsidized by a local beer company. When we made the deal, we promised that people would be wearing them on the race course. Appendix 14 prohibits advertising on the clothing of the crew."

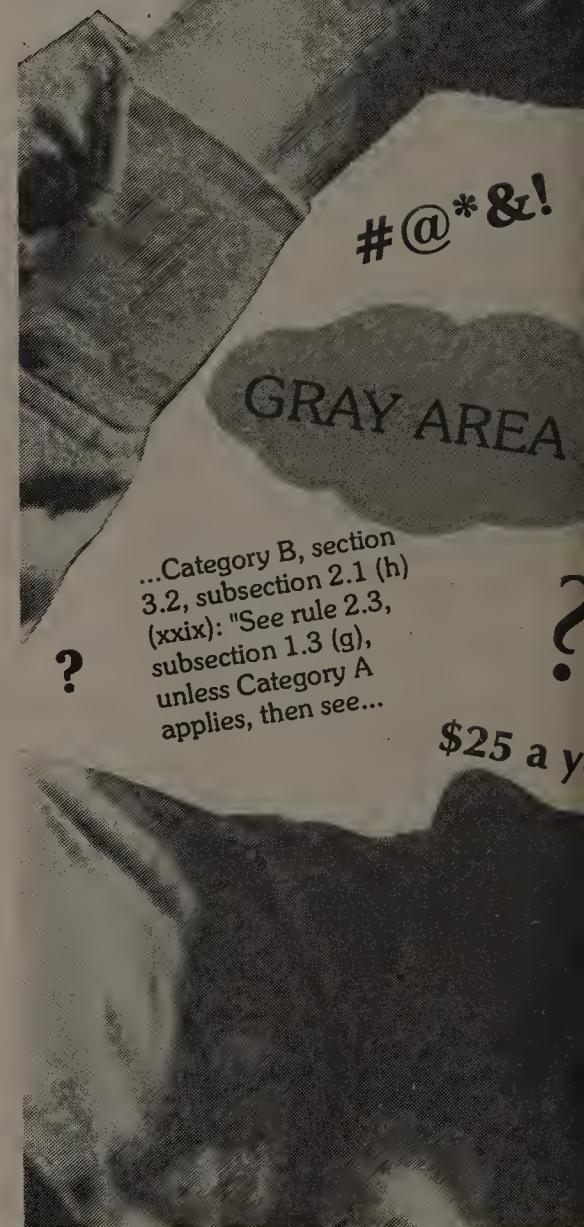
"Not only that," added another participant, "any other piece of clothing with a brand name or company logo on it is considered advertising, and you can be disqualified for wearing it on your boat anytime after 7:00 the morning of the first race until after the protest-filing deadline for the last race."

"I can see your problem with the beer company shirts," I said. "But are you really concerned with someone protesting over an Esprit sweatshirt or a pair of Nikes?"

"We're trying to run this event by the book. But the new rules make it awfully tough for the race committee, let alone the competitors, to keep everything strictly kosher."

"Looks like we just have to make it a category B event," said my friend on the committee, who by this time had borrowed

...Rule 3.1 (a), "see G of rule 2.3"



...Category B, section 3.2, subsection 2.1 (h) (xxix): "See rule 2.3, subsection 1.3 (g), unless Category A applies, then see..."

\$25 a y

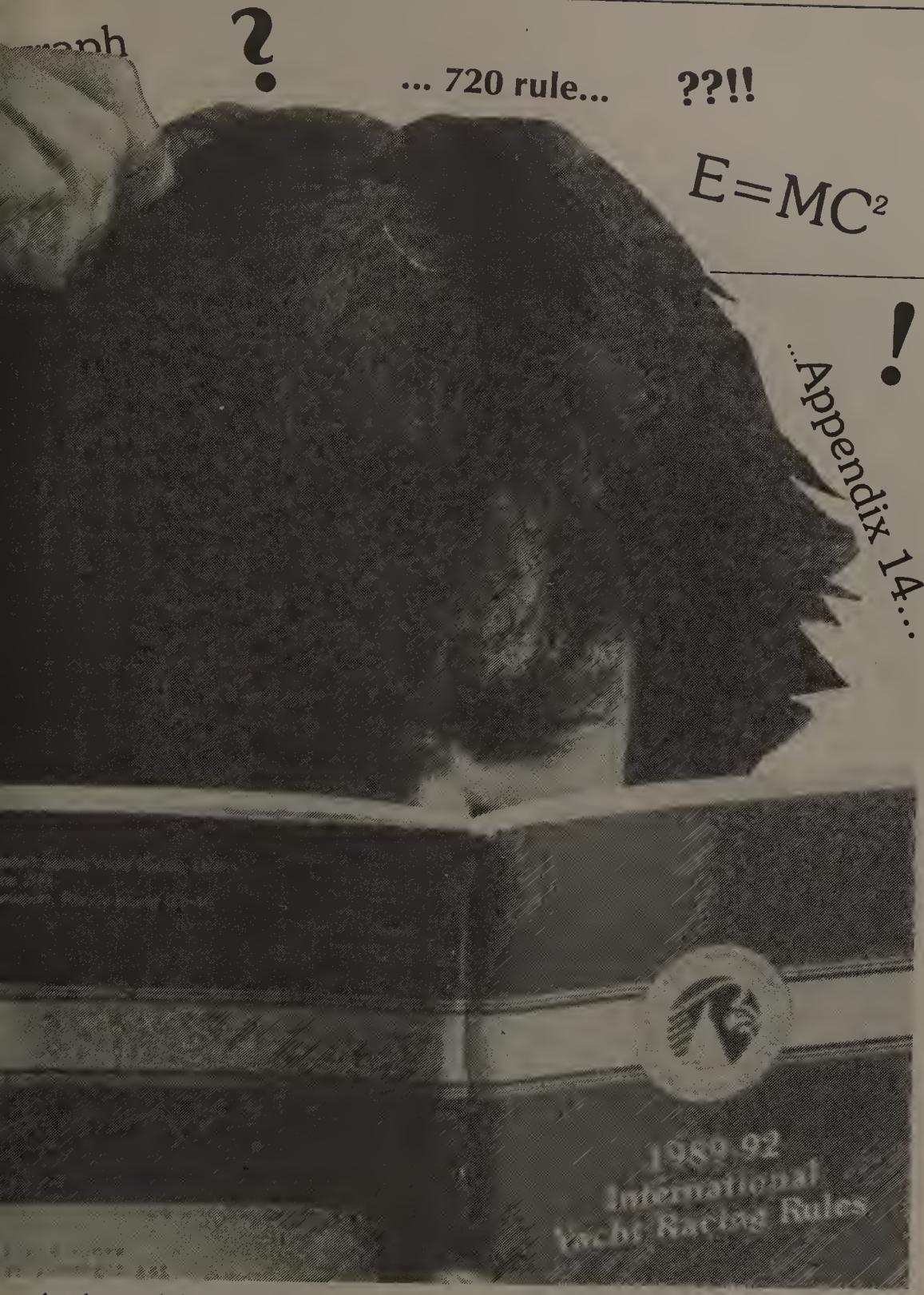
event shall be classified as Category A."

"So we're back to an amendment to the notice. Hope the people who've already sent in their entries don't mind."

Idoubt they will," said the committee chair. "Only thing is, if we make it a Category B, then we have to allow unlimited advertising on spinnakers, which is what we already told the beer company they couldn't do. They were pushing for a photo op, and were ready to give out a few free spinnakers to make it happen. That would have been an unfair advantage to the boats getting new chutes, so we said no. Pictures of boats racing with the crew wearing their shirts seemed okay, though."

"Hmmm..." grunted one of the committee members, and his sentiments were

a rule book and analyzed the appropriate sections. "Of course, we still have the Notice of Race problem. Rule 1.2 in Appendix 14 says that 'Unless otherwise prescribed in the notice of race and the sailing instructions, an



?

... 720 rule...

??!!

$E=MC^2$

Appendix 14...
!

AUTHORITY

that's never an issue. In my opinion, the rule change creates a completely unnecessary 'grey area' in the rules."

"Just wait 'til we have a strong flood-tide race with Harding Rock as the windward mark," said another sailor. "As a matter fact, our Big Spring Regatta will have exactly that. I'll bet some boat driven by a sailmaker is just barely not fetching the mark, and the 'rockstar' decides that it's faster to leave half the port side gelcoat on the buoy and do the 720 rather than tack all the way back to Sausalito to try again."

"If you think that this rule change creates an unnecessary 'grey area', just imagine what the proposed change in rule 38, 'Luffing After Starting', will do. The proposal is to require that a leeward yacht, even one with full luffing rights, always allow 'room and opportunity'. As we all know, interpretations of what constitutes 'room and opportunity' vary all over the map from one protest committee to another. Even if you have a video from the blimp, it can still be a sticky issue. If that change goes through, we're going to be spending a lot more time in the protest hearing room."

"You mean they want to make the 'quick and dirty' luff illegal?"

"According to an article in the February American Sailor — the magazine put out by USYRU — it's a possibility that's being seriously considered for the '93 rules."

"What a disaster," someone said. "There'll be a protest every time two boats get in a luffing match."

"Maybe they just put that in to get people upset enough to join USYRU, in order to get the magazine," I speculated.

"I

It worked for me. I finally coughed up my 15 bucks."

"I thought it was \$25."

"Twenty-five — and that's for first-time members only; for some reason it jumps to \$40 a year if you want to stay a member — includes a new rule book. The trick, if you already have a rule book or can copy one, is to send in the membership form in the back of the book, which gives you \$10 off but no new rule book. On top of that, this year you get another five bucks off YRA entry if you're a USYRU member, so the total cost is only \$10. I figure that's about what the magazine is worth, so I finally joined, too. Anyway, read the article. They don't even mention the traditional reason for the absolute right for a boat to luff 'as she pleases', which is safety." A few of the committee asked for an explanation.

"In the late 19th century, a common type of racing yacht in the New York area, where the racing rules evolved, was a big centerboard schooner, maybe 100 feet long

echoed around the table.

"You know, this isn't the only problem I've had with the new rules," commented one of the racers in the group. "After using them for a year now, it's obvious to me that the 720 penalty for touching a mark was a mistake on the part of the Rules Committee."

"I'm surprised to hear you say that," I said. "I thought you were always a big advocate of the 720 rule."

"I am, for right-of-way infractions. The 720 penalty is the best thing that's ever happened to the rules, at least since I started racing. It's a tactical penalty for the kind of violation that could result in a tactical advantage, so it's usually a very fair kind of penalty to apply."

"Well, can't you say the same about touching a mark?"

"Yes, but the big problem is that it's

very common to hit the mark and hit another boat in the same incident. So when you do a 720, are you exonerating yourself from hitting the mark, or are you acknowledging fault for the right-of-way incident? Or both? Can you even do both with the same 720? This is not a trivial point — it has a big effect on the proper actions of other boats involved in or witnessing the incident."

"I guess to be safe," advised the race committee chair, "always hail 'protest', fly the red flag, and then think about what it means later."

"That's kind of what it comes down to."

"The bigger problem is timeliness of the 720," continued the racer. "There's a high percentage of protests where the main issue is whether a 720 was done in proper time. When the penalty is simply re-rounding,

MAX EBB

and very wide and shallow. They could capsize, and sometimes did, occasionally with loss of life.

"And with no winches or even cam cleats, letting go the sheets wasn't quite as simple a process as it is today. So in a puff, the only prudent course of action might be a sharp turn into the wind. So the luffing rights of the leeward boat are sacred, as they should remain, in my humble opinion. But for different reasons."

"Seems to me that some of the same reasons still apply, considering how often my boat spins out to windward on a heavy-air spinnaker reach."

"While we're talking about magazines, don't miss the short piece about professionalism in the February *Seahorse*. That's the 'Official Magazine of the Royal Ocean Racing Club', and by far the best big-boat racing magazine in a language resembling ours."

"You mean the article by the woman who was at an IYRU meeting? I read that too. Talk about another disaster coming down the pike. They expect every racer to be registered with the National Authority, to determine whether they're amateur, professional, or something in between. No way!"

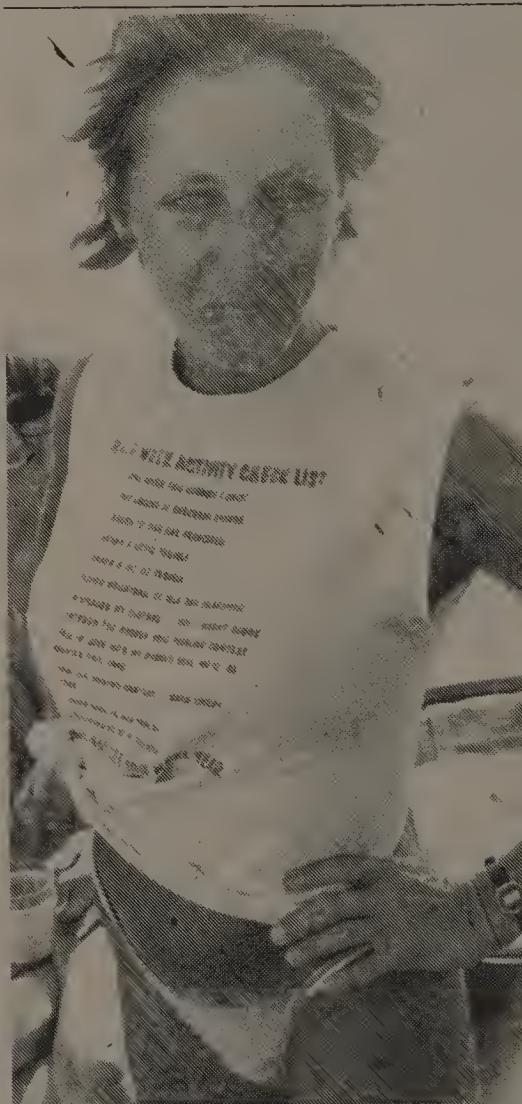
"You must be referring to the new 'eligibility code' that IYRU has already adopted on a trial basis. USYRU has opted not to adopt it, even on a trial basis, much to their credit."

Talk about a grey area — I never could figure out why IYRU, or USYRU, are so concerned with this 'problem' of professionalism, except as it relates to the Olympics, which doesn't have anything to do with us. Most of the racers I know are delighted to have someone of world class ability racing in their fleet. It attracts more competitors, and gives the event higher stature. Chances to win aren't really the issue, since the reward of winning a yacht race are extremely intangible."

"I couldn't agree more," I said, thinking of the tacky little pickle dishes I had won, and the huge yard bill I had just gotten in the mail. "If you place high among stiff competition, it's arguably just as satisfying as winning in an easy fleet."

"Except for one problem, Max. When a one-design fleet has a championship regatta to cap their season, and some boats can afford to bring in ringers (usually by buying new sails from their lofts), and they beat all the other regular crews who've been at it all season, it can leave a pretty bad taste. It's even worse for a qualifying regatta, where the hired gun shows up just to make the boat qualify for a national championship."

"There are easy ways to deal with that



T-shirts? Advertising or not, we like 'em.

on the local level," volunteered another racer. "Like specifying that anyone who steers has to have crewed on the boat in at least half of the last 10 races, for example. No screwball definitions of professionalism to worry about, no interpretations from USYRU, no registering as a professional. In short, no grey area."

"Isn't that what our local IOD Fleet does now?" asked the publicity person.

"Yes, and that same February issue of *American Sailor* has a nice editorial by Tom Allen along those lines. His point is that a 'ringer rule' is best left to local fleets, if they want one. Personally, I think USYRU should stay out of the messy business of deciding who is and who isn't allowed to race in anything below Olympic competition."

"Umm, we're way off topic," announced the committee chair. "What are we going to do about our Big Spring Regatta?"

"Let's not use USYRU rules at all!" said one racer. "If we use them, we're stuck with

sections that we don't like but we're not allowed to modify. So let's say we'll use our own 'Yacht Club Alternate Racing Rules', which happen to be identical to the USYRU rules, but with the following changes..."

"That would work," said the committee chair after some thought, "but I hate to go that route. Let's see if we can find something else that works." They all dug into their rule books again, looking for a solution to the advertising problem.

"Well, here's what we really should have done," someone said after another minute had passed. "Rule 1.3 in Appendix 14: The notice of race and the sailing instructions for any category of event may prescribe more restrictive criteria than are otherwise required for that category. We should have made this a Category B event, and then called out all the Category A limitations except advertising on clothing. That fits our actual intentions for the event, I think."

"I think you're right. I'll make that a part of the boiler-plate from now on. Meanwhile, can we issue an amendment?"

Hey wait, look at this!" said another sailor. "Read 1.10 in Appendix 14. If I read this correctly, it says that even if a yacht is found to be in violation of Appendix 14, the protest committee can simply let them off with a warning. None of this appendix has any teeth to it, especially if the protest committee doesn't feel like enforcing it."

"That lets us off the hook," said the race committee chair. "We can simply ignore Appendix 14. If anyone protests for the tee-shirts, we'll just warn them as required. Meanwhile our sponsor will get the photos they need and everyone's happy."

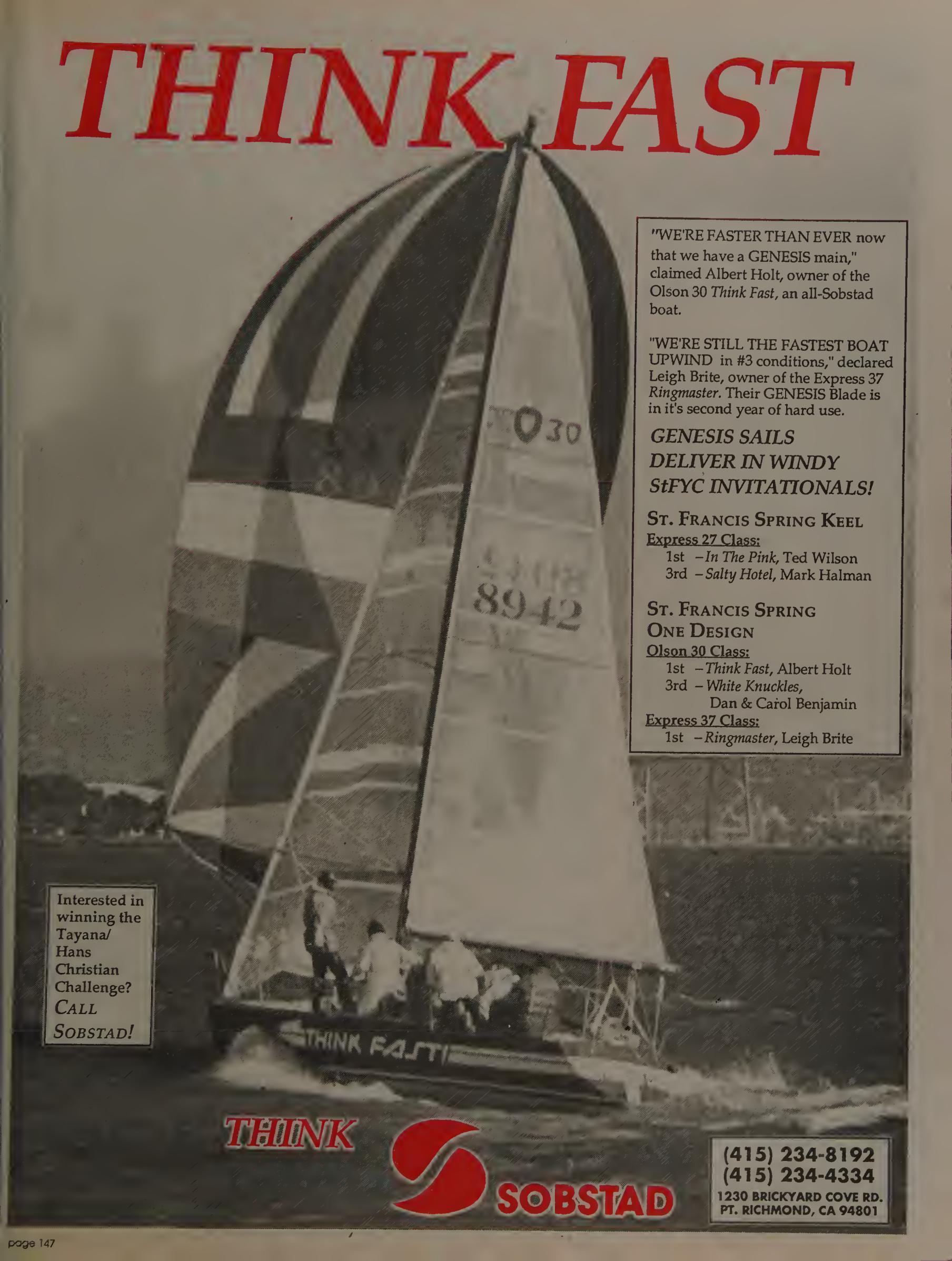
"Everyone except the poor racer who might file a protest," said one committee member. "Talk about grey areas! This whole appendix is printed in grey ink!"

They all started talking at once, and I decided it was time to leave the dining room and head for the bar. "Ten dollars to join USYRU," I thought to myself. "You know, the magazine really is worth more than that."

So I opened the rule book that's permanently wired to one end of the bar, and carefully tore out the last page with the USYRU application. Still, when I dropped it in the mailbox the next day, I couldn't help agreeing with the committee members: The USYRU crowd back in Newport needs to spend a lot less time dealing with the America's Cup and the Olympics — and a lot more time sailing in Friday night races.

— max ebb

THINK FAST



"WE'RE FASTER THAN EVER now that we have a GENESIS main," claimed Albert Holt, owner of the Olson 30 *Think Fast*, an all-Sobstad boat.

"WE'RE STILL THE FASTEST BOAT UPWIND in #3 conditions," declared Leigh Brite, owner of the Express 37 *Ringmaster*. Their GENESIS Blade is in its second year of hard use.

GENESIS SAILS DELIVER IN WINDY StFYC INVITATIONALS!

ST. FRANCIS SPRING KEEL Express 27 Class:

1st - *In The Pink*, Ted Wilson
3rd - *Salty Hotel*, Mark Halman

ST. FRANCIS SPRING ONE DESIGN Olson 30 Class:

1st - *Think Fast*, Albert Holt
3rd - *White Knuckles*,
Dan & Carol Benjamin

Express 37 Class:

1st - *Ringmaster*, Leigh Brite

Interested in
winning the
Tayana/
Hans
Christian
Challenge?
CALL
SOBSTAD!

THINK



SOBSTAD

(415) 234-8192
(415) 234-4334

1230 BRICKYARD COVE RD.
PT. RICHMOND, CA 94801

GETTING ORGANIZED:

You can't tell the players without a program, so here it is: *Latitude*'s quick and dirty reference guide to who's who and what's what on the Bay Area racing scene. Okay, so it's *really* quick and *really* dirty — mostly just a bunch of acronyms and phone numbers — but in this go-go era of instant gratification, we thought we'd give it to you straight.

Veteran Bay sailors and cruisers have our permission to skip what follows; however, you racing rookies should at least attempt to familiarize yourselves with the organizations on these pages. We figure if this "public service announcement" gets even just a few beginning racers pointed in the right direction, it'll have served its purpose.

If, on the other hand, our hasty treatment of the subject leaves you more confused than ever, do what we always do: call the YRA office (771-9500). Lauren and Sherry know everything there is to know about all these organizations — and if they can't straighten you out, it can't be done.

BAMA: Bay Area Multihull Association. Has 65-70 members; holds a 12-race season (half are their own races, other half are established Bay races such as the Silver Eagle); organizes cruises. BAMA also sponsors the Doublehanded Farallones Race (4/28). Don Sandstrom, 339-1352.

CRO: Certified Race Officer, i.e., the volunteers who run the races. Always be nice to them!

ESPN: Entertainment Sports Network. Occasionally has half hour specials on sailboat racing. Next month, tune in on April 9 for Whitbread Leg Four (including, according to Gary Jobson, some mind-blowing footage of the *Martela* rescue) and on April 21 for the recent Congressional Cup.

HDA: Handicap Divisions Association. A 10-race summer schedule for 6 divisions of PHRF boats. Season opener is the Vallejo Race (5/5-6); second half begins with the new Encinal-Bonita Race (8/4-5). \$130 for the season. Bob Hale, (408) 256-4684.

IMRDA: International Measurement Rules Division Association. A tasty looking "customized" 10-race circuit of the best Bay and ocean events for boats with valid IMS certificates (optional regs not enforced). \$250 covers everything. Paul Altman, 632-7461.

IMS: International Measurement System. The newest handicap rule, this one measures theoretical boat speed in a range of wind conditions. Ratings cost between \$200-\$750.



(depending on just how "custom" your boat is). Measurers are Dick Horn (284-2480) or Myron Spaulding (332-3721).

IMSO: International Measurement System — Ocean. New this year, a 10-race ocean series for IMS boats of any size; \$140. Alex Malaccorto, (408) 432-4277.

IOR: International Offshore Rule (aka, "Invest or Retire"). Established in the early '70s, this measurement rule is alive and well at the international grand prix level of racing. Locally, with the exception of an occasional challenge cup, it's deader than Jimmy Hoffa.

MORA: Midget Ocean Racing Association (unofficially the "Most Outrageous Racing Association"). An 8-race PHRF ocean series for boats under 31 feet; light and heavy displacement divisions. Not to be confused with MORC (a measurement rule that never caught on locally). \$145. John Dukat, 522-1396.

Racing on San Francisco Bay: if you can make it here, you can make it anywhere.

MMBA: Master Mariners Benevolent Association. An organization of traditional sailing vessels built of a design and/or material in common usage prior to WWII; 200 boat membership. MMBA hosts four major events a year: the KickOff and Chili Feed (1/1), the Master Mariners Race (5/26), Angel Island BBQ (6/23) and the Chicken-ship (9/1-3). Dan Drath, 424-3434.

NCYSA: Northern California Youth Sailing Association. New last year, this group promotes youth sailing in NorCal by running five annual symposium/regattas for juniors (under 19). Also distributes information and coordinates yacht club youth programs. It's the "fast track" for hot junior sailors. Patrick Andreasen, 347-0259 (h) or at StFYC, 563-6363.

ODCA: One Design Class Association.

A PDQ GUIDE TO THE SF RACING SCENE



LATITUDE/JR

Each of the 28 keelboat classes in ODCA chooses their own schedule inside the framework of 28 days of racing from May through September. Only a few local one design fleets don't belong to ODCA, notably the Etchells 22s and Solings). \$115. John Bowen, 460-9900.

OYRA: Ocean Yacht Racing Association. The umbrella organization that holds MORA, PHRO, IMSO and SSS. Franz Klitz, (707) 644-0456.

PHRF: Performance Handicap Racing Formula. A boat-rating system based on observation, this is the cheapest (\$20/year) way to get into handicap racing. Currently, 940 Bay Area boats have certificates. Administered by a 10-man committee consisting of Ralf Morgan (chairman), Jim Antrim, Chris Corlett, John DeMeter, Dave Few, Dick Horn, Phil Kaiko, Mark Ondry, Kame Richards, and Steve Toschi. For more info, call YRA, 771-9500.

PHRO: Performance Handicap Racing — Ocean. PHRF racing in the ocean for boats over 31 feet, basically mirroring MORA's schedule. \$140. Dennis Robbins, 954-6757.

PICYA: Pacific Interclub Yacht Association. Organized in 1896, PICYA now has over 90 member yacht clubs. Active in legislative matters pertaining to recreational boating; interfaces with the Coast Guard; publishes the Yachting Yearbook (due out in April); sponsors Opening Day (4/29) and hosts the July interclub championship regattas. John McFarland, 254-2542.

SBRA: Small Boat Racing Association. An active dinghy racing league consisting of 260 registered skippers in 20 classes. Three divisions (A,B,C) collectively race about 25 regattas a year. Richmond (3/31-4/1) and Clear Lake (6/16-17) are the two biggies. All for a bargain \$20 entry fee! Russ Breed, 973-4637, or Scott Rovanpera, 674-8090.

SBYRA: South Bay Yacht Racing Association. An 8-race (2 throwouts) weekend PHRF series hosted by Coyote Point, San Leandro, and Sequoia YCs. First race was on March 11. Ed Rank, 462-6315.

SFBSA: San Francisco Bay Sailing Association. An IRS-approved non-profit corporation which receives charitable contributions (cash, boats, property, etc.) and, in turn, provides financial assistance for amateur yacht racing. President Mik Beatie, 924-1699 (after 2 p.m.), or Secretary Donna Sargeant, 388-9605.

SSS: Singlehanded Sailing Society. Sponsors six "shorthanded" (i.e., single or doublehanded) races a year — the Fiasco, Singlehanded Farallones, In the Bay, South Beach, Vallejo 1-2, and either the Long Pac or the SSS TransPac (6/30). 75 members; \$140 for the OYRA season. Robby Robinson, 332-3233, or Peter Hogg, 332-5073.

USCG: United States Coast Guard. Public affairs office numbers are 437-3318/3319.

USYRU: United States Yacht Racing Union. Located in Newport, R.I., this is the entity that governs all U.S. yacht racing. Everyone who races should join — even Max Ebb finally got around to it (see page 146). Dues are \$35 a year; many clubs now knock \$5 off race entry fees for USYRU members. Tom Allen (one of five USYRU vice presidents), 474-7474, or Paul Altman (our Area G rep), 632-7451.

VHF: Variable High Frequency, as in radios. You shouldn't race — or even leave the dock — without a VHF. In fact, most insurance companies require them.

WBRA: Wooden Boat Racing Association. A 24-race schedule for Bears, Birds, Folkboats, IODs, and Knarrs. \$120. Tom Allen, 474-7474, or Scott Cauchois, 981-1500 (office).

WRA: Women's Racing Association. Used to sponsor all-women races regularly; presently inactive, but still holds the random meeting. Nancy White, 842-5032.

YRA: Yacht Racing Association of San Francisco Bay. Coordinates and administers organized yacht racing in Northern California; publishes Bay Area master schedule (to obtain, send stamped self-addressed envelope to YRA, Fort Mason Center, Building E, SF, CA, 94123); and generally answers everyone's questions. Lauren and Sherry, 771-9500.

GETTING TECHNICAL:

"If I had a hammer . . ."

If you're old enough, you remember Peter, Paul and Mary singing that line in the 60s. If you hang out around sailboats, you still hear it when a do-it-yourself boatowner encounters a frozen fastener.

Most owners of boats more than a few

Damaged threads — No matter what the fasteners are made of, if they are cross-threaded or stripped, all problems are multiplied.



Recalcitrant fasteners are a leading cause of boatowner insanity.

years old have gone to war from time to time with recalcitrant fasteners. Usually they do about as well as LBJ did in Viet Nam. In an effort to help you emerge victorious, we offer the following *Idiot's Guide*.

Understanding the Enemy

Frozen fittings on boats are of three main types:

Stainless steel — Something of a misnomer in marine environments, stainless steel 'galls' or 'cold welds' together if not protected from the corrosive marine environment by a grease or lubricant. You see it all the time with turnbuckles that refuse to turn because stainless steel molecules on the barrel have transferred onto the fork and vice versa.

Aluminum — There is plenty of this lightweight metal to be found on most sailboats. Unfortunately, it can be reduced to a white powder as a result of oxidation. Since aluminum oxide occupies more volume than plain aluminum, stainless fasteners often jam tight in aluminum booms and masts and become extremely

difficult, if not impossible, to extract.

Dissimilar Metals (Such as aluminum and stainless steel) — Their proximity eventually results in electrolysis, which causes fasteners to freeze up and/or deteriorate.

Strategy

Experienced combatants against frozen fittings refrain from using excessive force in the beginning, and remember the cunning tactics of Russia's General Katusov, who in defeating Napoleonic noted that "time and patience are the two great warriors".

Time and patience are as valuable in combating frozen fittings as they are for little Frenchmen with jumbo imperialistic dreams. Therefore, the first thing you should do with a frozen fastener is clean it and the adjacent area with a wire brush. (It's preferable to use a wire brush with brass bristles so that you don't end up with steel bristles rusting all over your clean deck).

Once the fitting has been thoroughly cleaned, douse it with any penetrating oil or WD-40-type product. Lubrication is as critical for fasteners as it is for sex.

Then comes the hard part. You have to wait. Hopefully you can wait a couple of hours, although ideally you should wait a couple of days. Either way, you should periodically douse the offending fastener with more penetrating oil. Such waiting is difficult to abide in these go-go times of fast food, MTV, and other instant

Don't Make Things Worse

The worst thing you can possibly do with a frozen fastener is ignore the sage advice of Mr. Natural and not use the right tool for the job. A metric wrench that's close but not the exact equivalent of a standard size nut is a prescription for misery. The metric wrench might hold for a little bit of pressure, but torque it up and that nice hex head will round off. The result will be bloodied and busted knuckles and a firestorm of obscenities.

Incidentally, according to the Society of Tool Abusers, the top five misused tools, in order of popularity, are:

1. A winch handle as a baby sledge.
2. A rigging knife as a screwdriver.
3. A flat-blade or standard screwdriver as a Phillips screwdriver.
4. A 'Tijuana speed wrench' or crescent wrench as an open-end wrench.
5. A center-punch as a beer can opener.

When Force Is Required

There are times — say after liberally applying penetrating oil every day for two weeks — when even pacifist sailor must resort to the use of brute force.

Force on frozen fasteners is most effective when it comes from the combination of a sledge hammer and an impact wrench with the appropriate end fitting. Again, don't make things worse by using an impact wrench with a 3/4" box end to try to remove a Phillips head screw

gratifications, but as Katusov once demonstrated, sometimes there's no substitute.

From time to time you are permitted to give the fitting a try, but you are not allowed to use excessive force.

AN IDIOT'S GUIDE TO FROZEN FASTENERS

— or else be prepared to pay the consequences.

When using sledge hammer-induced shock treatment on a lubricated frozen fastener, start with tender shocks and sweet nothings. Too much force in the beginning may break the head off the fastener, in which case you would have been better off spending the afternoon guzzling beer. Only if the fastener remains unrepentant should you gradually work up to more brutal tactics.

A Tip From Realtors

Leverage works almost as well with frozen fasteners as it used to be with Northern California real estate. The leverage of an 8-inch box end wrench is increased 238.5% when a three-foot length of pipe is slipped over the handle. On the other hand, a three-foot length of pipe slipped over a screwdriver grip won't help a damn bit in extracting a uncooperative screw. But you can increase screwdriver torque by gripping the blade with either a crescent wrench or pair of Vise-Grips and simultaneously pushing down and turning hard.

Flamethrowers (When All Else Fails)

If you've lubricated, pounded and applied leverage like a United States Marine and haven't tasted victory, you've

Some fastener-fighting tools: torch, vise-grips, WD-40, screwdrivers, extractor and a well-ripened banana.

no choice but to resort to a risky firefight. Heat, as the Devil will tell you, expands metal. Thus directing the flame of a little Sear's propane torch until the frozen fastener turns hot as hell will expand the nut outward and free it. Formerly frozen nuts and bolts, after cooling from the heat treatment, often come apart easily.

There are dangers in using heat, however, as the guy in Sunnyvale who used an acetylene torch to remove a gas station's 'No Smoking' signs can tell you. If you use heat to unfreeze a bolt from a gasoline fuel tank, you're likely to singe a few hairs on the way to meeting Your Maker. And no matter what kind of metal you use heat on, that metal and any casings involved are likely to be moderately to severely weakened. Rigging turnbuckles that have required heat to loosen, for example, ought to be replaced lest they fail and cause your mast to come tumbling down around your ears.

Lost Causes

Broken fasteners are a bummer, but nonetheless a fact of life on older boats. Sometimes you can hacksaw a slot into a headless fastener, or if there's enough shaft left, back it out using Vise-Grips. When things get really bad — such as after you've rounded off the corners of your hex nut — you can sometimes save the day by drilling out the center of a broken fastener and pull it out with a reverse thread 'Ezy-Out'. Sometimes you just have to drill a

larger hole and replace the old fastener with the next larger size. Or you can drill an oversize hole and put in a heli-coil insert to bring it back to the original thread size.

Understand, however, that the above



If you must use a winch handle as a hammer, use a 'real' one, not a plastic or aluminum imposter.

solutions to 'lost causes' are a lot of work; you might prefer to hire a pro to clean up your mess, or perhaps trade your old oxidized sailboat in on a shiny new one.

Preventive Medicine

You can save yourself — and the next owner of your boat — a lot of future trouble by installing fasteners correctly. If you're screwing stainless fasteners into an aluminum boom, use Alumilastic or even clear silicon to create a barrier between the metals. If you're installing a stainless cheek block on an aluminum boom, use some Delrin or even electrical tape to keep the two metals separate. Lanolin is probably the best product to prevent turnbuckles from galling; loosen them and reapply lanolin once a year. Wash your boat and fittings frequently with fresh water to keep salt from building up and causing

oxidation.

Above all, learn to be as patient with frozen fasteners as you are with your best friends; you'll live a longer, less stressful life.

WORLD OF

With reports this month on chartering in the **Sea of Cortez**; a picture perfect charter in the **British Virgin Islands**; and a quick overview of **summer charter options**.

The Good And The Bad Of a Sea of Cortez Charter

First the bad news. The only way to fly to Loreto, Baja California Sur, is by Aero California. Unfortunately, this airline is a joke. They are so insecure about filling seats on their DC-9's that they historically book twice as many seats as there are on the plane.

When we arrived at LAX we discovered that we no longer had a seat on that day's flight. We had to spend the night in Los Angeles — with no help from Aero California. After about \$50 of phone calls to our travel agent and to our friends in Mexico, we ended up with a definite 'maybe' on the next day's flight. Not wanting to be shut out again, we camped at the Aero California ticket counter from noon until we were finally given our boarding passes at 2:30 pm. My wife refused to let herself get excited until the plane left the ground. Which it eventually did at 4:50 pm.

Now for the good news. While taking up residence at LAX we met up with

charter operation in Loreto. She made sure that we got our seats, let us make a collect international call to their service to Mexico to notify our friends on the yacht that we would indeed be arriving and to be in Puerto Escondido to pick us up. She also arranged taxi service, through her brother, from Loreto to the harbor that evening (the taxi drivers at the airport didn't want to drive the 10 miles at night). We finally boarded our Moorings 43-footer a day late at 9:00 pm. local time.

But all the good things we'd heard about The Moorings proved to be true! The boat was beautiful! Everything worked. The provisioning was out of this world — there was more food on that boat than any six people could eat. And the sailing was superb! During the next three days we sailed close to 80 miles and had our lives enriched by the presence of dolphins in our bow wave and whales so close that you could smell them exhale (which really isn't very pleasant). This was our first charter in international waters and I promise that there will be many more with The Moorings. Super job!

P.S. I dropped off the latest *Latitude* at the Moorings office in Loreto since it takes a while for them to get theirs. They loved it!

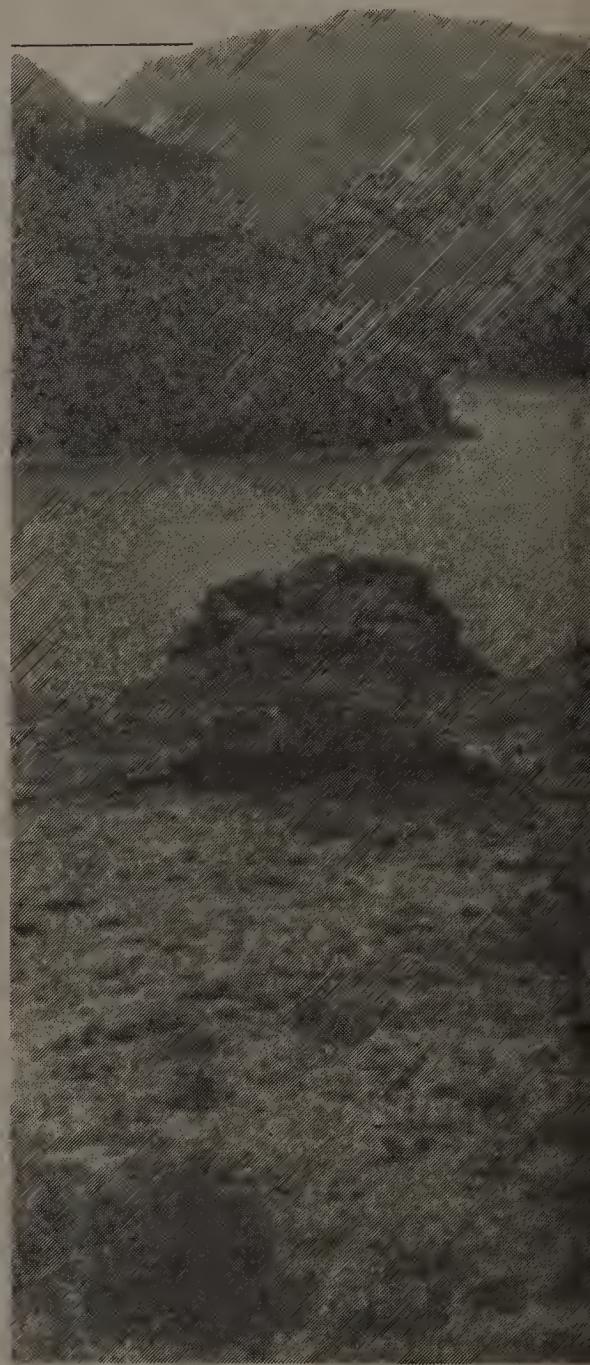
P.P.S. Our landing in Reno on February 20 to find the second deepest snowfall (18-20 inches) since 1861 prompted me to write this letter.

carmine & susan calitri
— reno

Carmine & Susan — Flying in Mexico has been a trying experience for as long as planes have taken to the air. Planes leave late, they leave early, they don't leave at all, they've overbooked and sometimes they even fly to unplanned destinations. Unfortunately, these kinds of things seem to happen to Aero California more than anyone else. In any event, it always pays to get to the airport early when flying a Mexican airline or when flying to or from Mexico.

February In The British Virgins

After all that has been written about chartering in the British Virgins, I'm not



As summer draws near, the waters of the Sea of Cortez become soothingly warm.

Cecilia Haugen of C&C Ground Service and Tours. This lady was a Godsend! She handles all the footwork for The Moorings

sure what I can add; but here are some thoughts on our trip.

Prior to 1983 the closest I'd come to sailing was getting stranded in the middle of Lake Berryessa on my brother-in-law's windsurfer. But in the fall of that year my father purchased a typical Delta marina — and after many upgrades made it an untypical Delta marina by having it a sailboats-only facility.

Operating the marina with my brother has put us in the middle of a story-book setting. Over the years I had the opportunity to sail on everything from my Islander Bahama 24 to a Hans Christian 43. There have been a lot of great boats and great people. Many of the people had chartered in the British Virgins six or seven times and always spoke of these cruising grounds with fond memories and anticipation of their return.

All that talk finally got to me. I called The Moorings and set up a bareboat charter from February 6 to 16th aboard one of their 51-footers. Our crew consisted



of my wife and I (the only sailors), our 15-year old son, our 18-year old daughter, her boyfriend, my Mom, my father-in-law, my

The Moorings had 84 boats going out on charter the week we arrived, but after many trips to Mexico, the chaos in Tortola

So close to L.A., it's hard to believe that so much of the beautiful Sea of Cortez remains uncrowded.

most days and nights. On and off rain in 85° temperatures were easy to take when you compare them with cold winter rains of the Delta.

On the sixth day we sailed back to Tortola for reprovisioning. Watching the other boats come back in to end their charter made us appreciate the fact we still had another four days! Fully loaded with more ice, perishables and beer, we headed out for Gorda Sound to finish our cruise in style.

After all the build-up our friends back in the Bay Area had given us about the BVI's, we found the islands to be all they said — and more. I can see why Big O is taking a rain check on Mexico; the Caribbean would be a tough place to leave.

scott kaufmann
— hidden harbor marina



Sundowner time in the British Virgins, a great area for a family charter vacation.

looked organized. We had an unusual amount of rain for February and the 'fire drills' to close hatches were commonplace

mother-in-law, and a nephew, Brendan. Yes, I said mother-in-law; the BVI's are probably one of the few places in the world where you can vacation with your mother-in-law and still have a great time.

Our entire charter was picture perfect!

WORLD OF

Scott — For a first time tropical charter with mostly non-sailors, we don't think the British Virgin Islands can be beat. Your decision to do a 10-day charter, as opposed to the more common seven days, was also smart. If you're going to invest that much in airfares to get there, you really want to make the most of it.

As for the Caribbean, it is tough to leave. The last straw was when we took our kids for a three-week 'down island' vacation on the boat in January. There were so many things we didn't have time to see, that we couldn't yank the boat away yet.

Summer Charters

Looked at the calendar lately? It's spring, which means there are some seasonal changes in the world of chartering. Let's review some of them:

The Pacific Northwest — This region has become one of the hottest — in a business sense — charter markets. The attractions are light to moderate winds, flat water, magnificent — and unique — sailing scenery, and a language you have at least a passing acquaintance with. Occasionally you hear reports that the fishing and clamping aren't that bad either. For those sailors whose busy schedules prevent them from romping off to a charter on the other side of the globe, the Pacific Northwest is a mere two hour flight away.

The charter season in the Pacific Northwest pretty much runs from June to early October, with the high season being from mid-July thru Labor Day. You can visit the big cities of Seattle, Victoria and Vancouver, quaint towns such as Port Townsend, Friday Harbor and Gig Harbor, or drop the hook at any one of hundreds of isolated to crowded anchorages.

In addition to bareboat charters, learn-to-sail cruises, crewed boats, and flotilla chartering are available in the land of eagles, forests and whales. Check this month's World of Charter section for a list of charter outfits in the Pacific Northwest.

The Sea of Cortez — The best times of year to charter in the Sea of Cortez are spring and early summer, and fall. Mid-summer is terrific for those who love light air, great fishing and heat — real heat! The Sea of Cortez is desert sailing and warm water snorkeling at its best, in these two ways being the complete opposite of the Pacific Northwest.

Bareboats and crewed charter boats are available. From June on is considered the low season, and outfits such as The Moorings offer discounts of up to 25%.



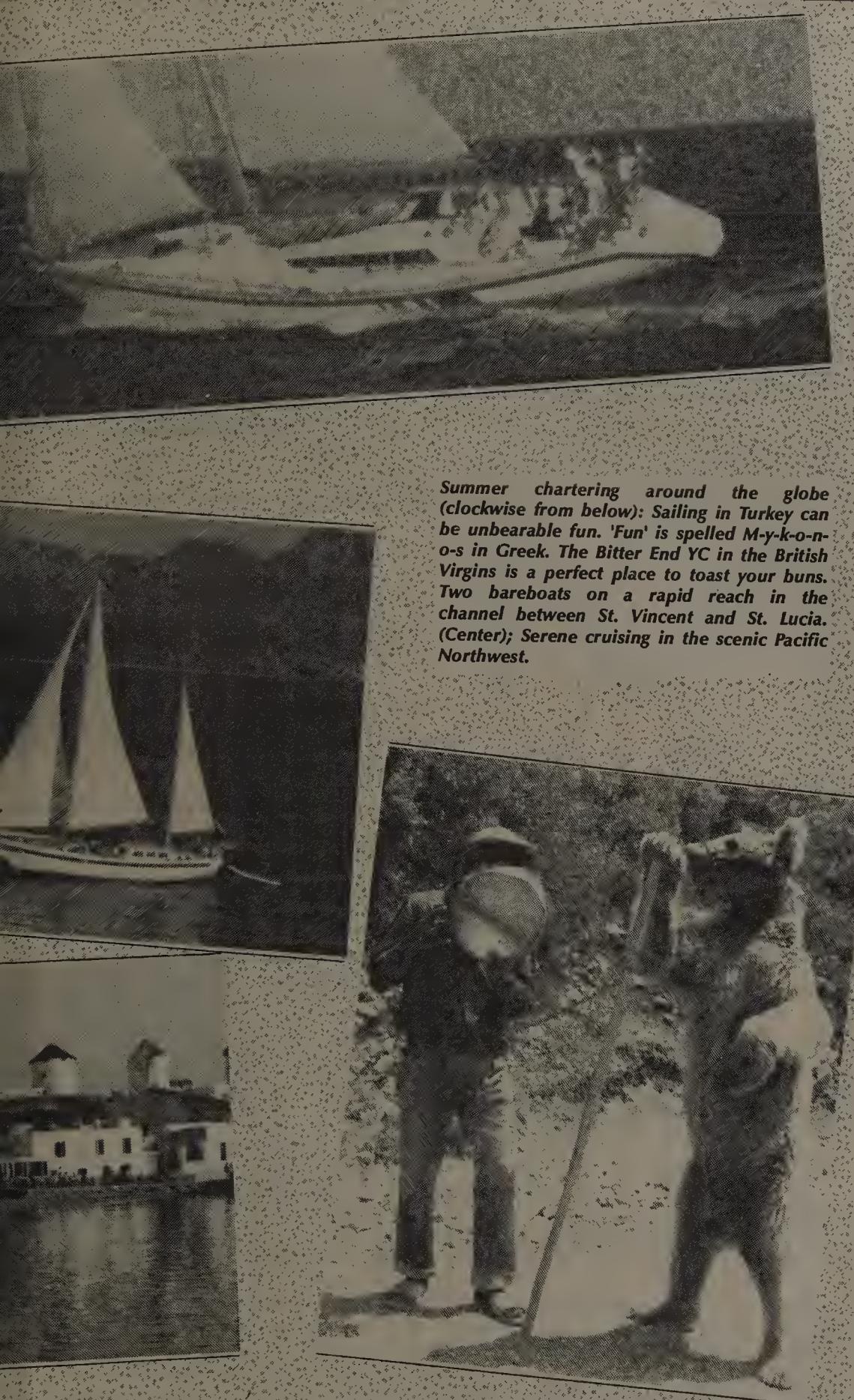
While flying time to the Sea of Cortez is only about 2.5 hours from the Bay Area, time-consuming connections are usually involved. Still the distance is so short you won't be debilitated when you start your charter.

Mainland Mexico, which is in the middle of the summer hurricane zone, pretty much closes down for charters.

The Med — After a long winter hibernation, chartering bursts to life in early June among the fabled islands of Greece, Turkey and Yugoslavia. If you've been saving up for the great charter adventure in one of these countries, book now before the Europeans take all the spots.

As a general rule, the weather warms dramatically from June to July and July to sizzling August. September, with moderate temperatures and fewer meltemis is an

CHARTERING



Summer chartering around the globe (clockwise from below): Sailing in Turkey can be unbearable fun. 'Fun' is spelled M-y-k-o-n-o-s in Greek. The Bitter End YC in the British Virgins is a perfect place to toast your buns. Two bareboats on a rapid reach in the channel between St. Vincent and St. Lucia. (Center); Serene cruising in the scenic Pacific Northwest.

fixed expenses, don't drop as much in price as bareboats. While summer is considered the low season in the Caribbean, June, July and August usually offer outstanding sailing, with lighter air and calmer seas than found during the winter high season. Summer in the Caribbean is an outstanding time for family charter vacations, as airfares and bareboats prices tempt the bargain hunters. Summer is also a great time to try chartering in the less visited areas; St. Martin, St. Lucia, the Grenadines and Grenada. Both The Bimini and The Moorings have numerous bases in these exquisite cruising waters. If you've just been to the Virgins, you have no idea what you've missed.

Bareboats, crewed boats, flotilla charters are all available. Both the Bitter End YC and The Moorings offer bareboat/hotel combination packages.

Flights to the Caribbean are all day or all night affairs. But once that first rum punch slips down your throat and you gaze across the deep blue Caribbean Sea, it will all be worth it.

Fiji — Yet another new interesting prospect is chartering in Fiji. Club Nautique, which operates out of Alameda and Sausalito, now has a Mason 44 ketch available in these popular cruising waters. We'll have a report next month.

Instructional Charters — Don't want to go far but want to learn a lot? Sam Crabtree, Singlehanded TransPac vet and longtime delivery skipper, offers a number of offshore navigation and cruising classes. Many of the other big charter outfits offer instructional charters also.

Competitive Charters — If you're looking to charter for a race, summer is the season on the west coast. Two of the most active are the Santa Cruz 50s *Ralphie* and *Emily Carr*. The former is available on the west coast as well as for the Pacific Cup to Hawaii and the Kenwood Cup (\$19,000 total). *Emily Carr* offers an interesting 50% rebate on the charter fee if you win, place or show in a race. The 120-mile Santa Barbara to King Harbor Race is \$2,250 while the 400-mile Oakland to Catalina Race is \$5,500. Other races boats available for charter include the Nelson/Marek 55 *Strider* and the Soverel 55 *The Shadow*.

Whichever of these charter areas or boats appeals to you, you'd do well to remember the words of Bo Jackson: "Just do it!"

Say, do you think Bo knows chartering, too?

— latitude 38

ideal month to charter if you don't have to get the kids back to school.

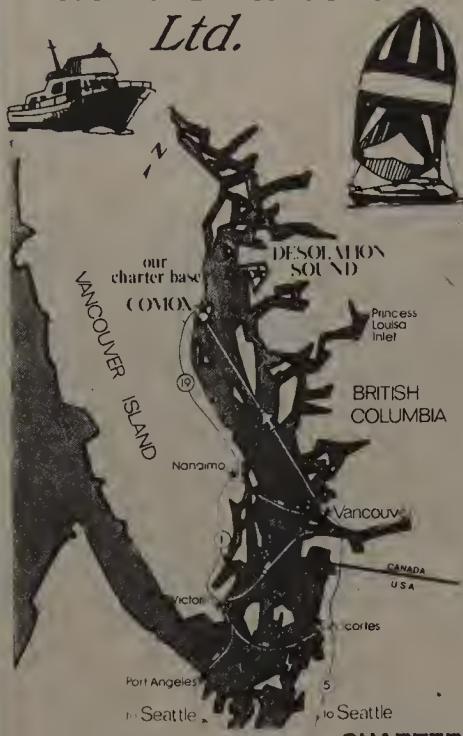
Bareboats, crewed boats and flotilla charters are all available in Greece, Turkey and Yugoslavia. GPSC, Albatross and The Moorings/Kavos are all veteran charter outfits in these waters.

There's no two ways about it, it's a long, grueling flight to the Med, which argues for a two week charter if at all possible. It's not something you can do all

the time, so when you can, do it big time. You'll have lifelong memories to show for it.

The Caribbean — The beginning of May signals the start of low season in the Caribbean, with lower fees for bareboats and normally lower airfares, which makes bringing out-of-school kids a great idea. Crewed boats, because they have more

Desolation Sound Yacht Charters Ltd.



IDEAL LOCATION

If you plan to cruise DESOLATION SOUND or PRINCESS LOUISA INLET just compare our location to that of yachts based in Seattle, Anacortes, Victoria or Vancouver. With us you start your charter only one day's sail from Desolation Sound or Jervis Inlet leading to Princess Louisa Inlet. DESOLATION SOUND is very unique with the mountains rising directly out of the sea to heights of 7000 ft.

PRINCESS LOUISA INLET has a tranquility that stretches from the smooth surface of the reflecting water straight up into infinity. Our Marina is 4 hours by road and ferry from Vancouver or 30 minutes by air.

CHARTER YACHTS

Charter Rates (6 days 6 nights). Discounts up to 20% for longer.

	Before July 8	From July 8 To August 25
--	---------------	-----------------------------

Sailing Yachts		
Catalina 27	O.B.	\$US423
Catalina 27	Dsl	\$US517
HTL 28, C&C 27	Dsl	\$US652
Martin 29	Dsl	\$US695
C&C 29	Dsl	\$US736
CS 30, Catalina 30	Dsl	\$US824
C&C 32, Aloha 32, Saturna 33	Dsl	\$US918
Elite 364	Dsl	\$US1388
Nonsuch 30, Jeanneau 32	Dsl	\$US1038
Mirage 33, C&C 33	Dsl	\$US1122
C&C 35	Dsl	\$US1216
Seabird 37	Dsl	\$US1351
C&C 40	Dsl	\$US1523
CT 41	Dsl	\$US1440
Beneteau 38	Dsl	\$US1649
Diesel Cruisers		
Campion 30	Dsl	\$US1038
CHB 34	Dsl	\$US1388
Cortes 37	Dsl	\$US1560
Fast Cruisers		
Commander 26	I.O.	\$US1002
Fairline 32	I.O.	\$US1362
\$US1215		
\$US1701		
\$US1910		
\$US1789		
\$US2082		

May, June and September are beautiful sailing months, so take advantage of our very low early and late season rates.

GREAT FACILITIES There are grocery stores, a deli and liquor store within two blocks of your yacht and there is unlimited free parking right at our Marina.

PERSONAL SERVICES You are important to us. To get you off to a great start we will: pick you up at the Comox or Courtenay Airport, Train or Bus Depot; check you out thoroughly on your yacht; and brief you on your selected cruising area.

CRUISE N' COURSE from **\$US540**. Our Cruise N' Courses are fully provisioned live-aboard courses designed to teach you to bareboat charter one of our yachts while enjoying a cruise to magnificent Desolation Sound.

Prices listed are in US dollars and may vary due to Canadian/American currency exchange rates. Conversion to Canadian dollars is made at the Canadian Bank currency exchange rate current on the day payment is received.

Desolation Sound Yacht Charters Ltd.

(Formerly Gordon Greer Ltd.)

201, 1797 Comox Avenue

Comox, British Columbia, Canada, V9N 4A1

(604) 339-4914 Lois, Steve

(604) 339-7222



THIS SUMMER, WHY NOT CRUISE
ONE OF THE FINEST CRUISING WATERS IN
THE WORLD, THE
SAN JUAN & CANADIAN GULF ISLANDS?
CHECK WITH US FOR
"HASSLE-FREE" AFFORDABLE CHARTERS.

SKYLINE YACHT CHARTERS

FLOUNDER BAY

ANACORTES, WA 98221

(206) 293-5134

FAX 206-293-9458

SAN JUAN SAILING SCHOOL CHARTER CERTIFICATION



Learn to Sail and
Navigate the
San Juan Islands on
Six Day Learn
and Cruises.
ASA Certified.

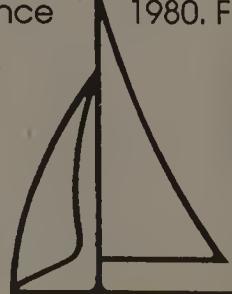
COME SAIL WITH US! 1-800-677-SAIL

#1 Squalicum Harbor Esplanade, Bellingham, WA 98225

CHARTERS – Sail & Power Vessels

Start your vacation in the Gulf Islands.

Located near Victoria International Airport and
ferry terminals. Family owned and operated
since 1980. For details and reservations
contact Fran at:



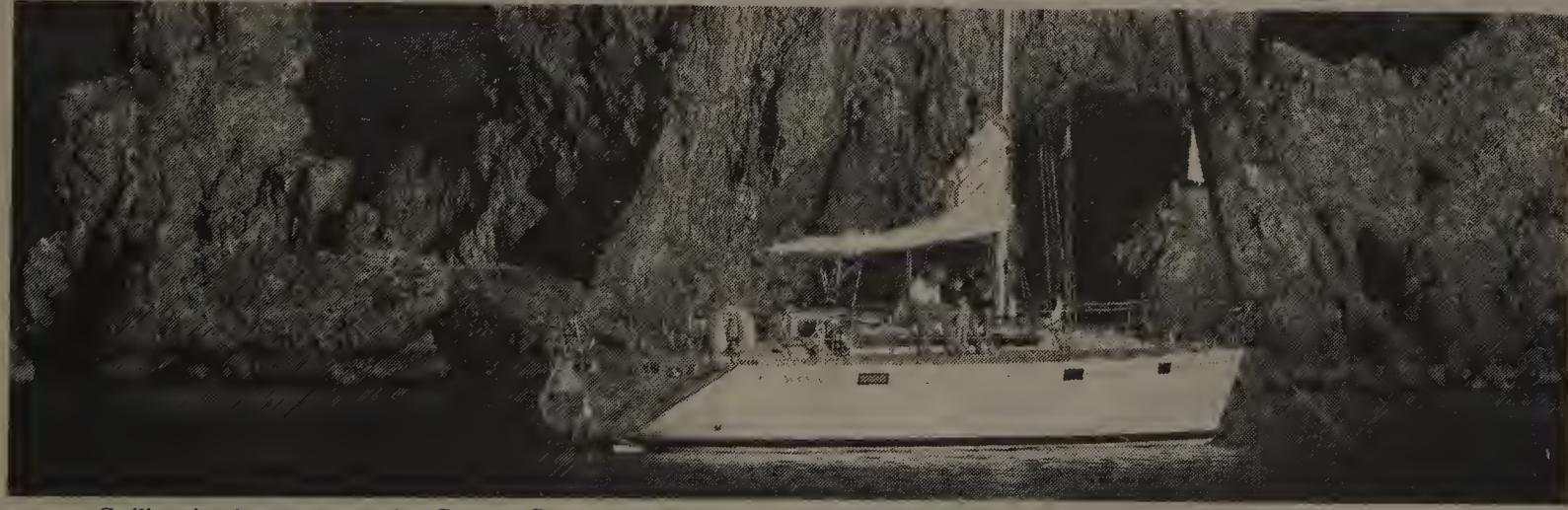
GULF ISLANDS CRUISING SCHOOL LTD.

P.O. Box 2532S

Sidney, B.C. V8L 4B9

Phone: (604) 656-2628

SAIL ACROSS THE BORDER FOR 25% LESS.



Sailing in the spectacular Sea of Cortez has never been more affordable, thanks to The Moorings.

From our base in Puerto Escondido, you can charter a superb Moorings 37', 43' or 51' yacht for seven days, and only pay for five. Two free days compliments of The Moorings, from June through September.

Same goes for chartering our new Moorings 370 twin-turbo diesel convertible, ideal for seeing more of

The Baja faster.

No matter which you choose, you couldn't find a more perfect setting to sail, swim, or play tennis (at the renowned El Presidente Hotel & Tennis Ranch near Loreto).

Call us toll free at **1-800-535-7289** and we'll make all arrangements — everything from plane reservations to hotel accommodations to everything in between. Ole! OK!

THE MOORINGS MEXICAN SAILING SPECIAL. OLE! OK!

 **The Moorings**

The Finest Sailing Organization In The World.

The Moorings, Ltd., Suite 402, 1305 U.S. 19 South, Clearwater, FL 34624 **800/535-7289** Outside Florida, 813/535-1446 In Florida or Outside U.S. British Virgin Islands • St. Martin • Guadeloupe • St. Lucia • Grenada • Sea of Cortez • Tahiti • Kingdom of Tonga • Greece • Turkey • Yugoslavia • Spain

Go GREECE — and the Mediterranean

with

GPSC CHARTERS, LTD. — the largest U.S. retail charter company for Europe



For: • Bareboat Charters

• Crewed Yacht Charters

• Custom Flotillas for your club

• Scheduled Monthly Flotillas

• Air and Land Arrangements

For the most complete information package and charter arrangements, please contact:

GPSC Charters, Ltd.

600 R St. Andrews Road, Phila., PA 19118

Tel: 215-247-3903 Tlx: 5101009781 GPSC CHTR PA

and 1-800-S-E-A-'N-S-U-N or 1-800-732-6786

Fax: 215-247-1505

Available:

GPSC Complete Charter Guide

**GPSC video on yachting
in Greece**

©1989 Greek National Tourist Organization New York, Chicago, Los Angeles

OFFSHORE & COASTAL CLASSES

IMPROVE NAVIGATION & CRUISING
SKILLS WHILE SAILING



FOR A CLASS SCHEDULE
CALL (415) 372-0144

**CRABTREE
MARITIME SERVICES**

USCG 100 TON MASTERS LICENSE
INSTRUCTOR, DEPT. OF NAUTICAL
SCIENCES COLLEGE OF ALAMEDA

DELIVERIES • CHARTERS



**FAMOUS
FOAM
FACTORY**

REPLACEMENT FOAM

For Berths and Cushions

- Free Custom Cutting
(Includes Bevels)
- Free Stuffing
- Several Foam Densities and Firmness In Stock
- Rapid Turnaround Time

Call With Dimensions For Free Estimates:

(415) 526-2645

1411 San Pablo Avenue, Berkeley, CA 94702

Custom Sewing Available

**CRUISERS
AND
LIVEABOARDS**



Specializing in Foods and
Liveaboard Comforts for the Boater

Stop in and browse at our Open House,
10:00 a.m. to 6:00 p.m. April 1st,
Two Blocks from West Marine

**THE LITTLE RED
SCHOOL HOUSE
GENERAL STORE**

43 Embarcadero Cove, Oakland, CA 94606

(415) 533-7652

CHARTER A SANTA CRUZ 50

"Fast is Fun" and Affordable

Standard Rates and Dates

Date	Race	Miles	Fee	Date	Race	Miles	Fee
Apr 27	Newport to Ensenada (Beer Run)	160	\$5,500	July 7	Oakland to Catalina (Great Fun!)	400	\$5,500
May 26	Long Beach to Dana Point	40	#1,300	Aug 3	Santa Barbara to Kling Harbor	120	\$2,500
May 19	Santa Barbara to Ventura "Hardway Race"	110	\$1,650	Aug 4	Newport to Coronado	90	\$2,500
June 1	Long Beach to San Diego "Moonlight Race"	100	\$1,650	Aug 31	Windjammer		\$3,000
June 2	Channel Islands to Santa Barbara Island	100	\$1,650	Sept 1	Long Beach to Dana Point	40	\$1,300
June 8	LBYC Race Week (SC 50 Class Racing)	Local	\$4,000	Sept 23-29	St. Francis Big Boat (SC Class Racing)	SF Bay	\$5,500
June 23	Channel Islands to Marina del Rey	75	\$1,300	Sept 29	Dana Point to Oceanside	75	\$1,300
July 1	Marina del Rey to San Diego	120	\$2,500	Oct 5	San Diego to Ensenada (More Hussongs!)	75	\$2,500
July 4	Pacific Cup & Kenwood	2,000	\$19,500	Nov 9	LA to Cabo San Lucas	950	\$10,000

Daily Rates: \$650 for other events and corporate entertainment.
 Cruising Rates: \$650 daily for days 1 and 2, \$350 each day thereafter.
 4 day "long weekend" package for \$1,500.

SANTA CRUZ 50 RACING IS LIKE NO OTHER

- ★ Easily handled by 6 - 18
- ★ Big boat competition at 1/2 '70' Rater prices
- ★ Phenomenal speeds
- ★ 'Class within a Class' one design racing

RACE
 A
 WINNER!
 CHARTER
 THE
 SANTA
 CRUZ-50
Ralphie

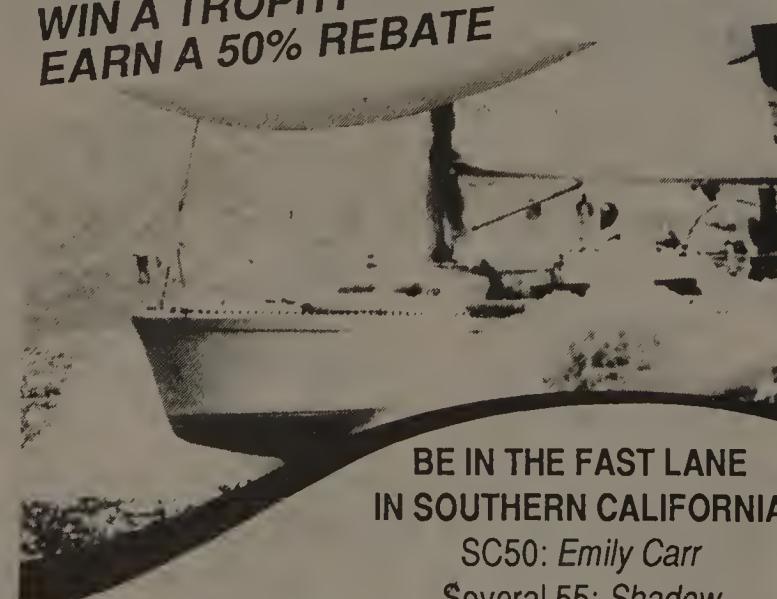
Available for Newport >>> Ensenada
 Pacific Cup / Kenwood
 and Lots More!!!

Ralphie is the finest Santa Cruz 50 on the market. She's won a trophy in every major race entered since being totally refitted in 1989 and is now available for all offshore races as a bareboat charter. Fully equipped including 27 bags, Sat Nav, Loran, SSB, Ham, Datamarine Chartlink Navigational system, refrigeration, Hercules 360 Instruments with Mast Readouts, B&G with computer interface capabilities, polars, etc. New state of the art elliptical rudder and much more. You can also race her down to Ensenada or over to Hawaii and we'll bring her back.

PERFORMANCE CHARTERS HAWAII

INFO? Call Bill Boyd 213/434-7723 or 714/883-1717

Thank you for 8 years patronage!
 Now, another "First" from Foolproof Marine:
WIN A TROPHY
EARN A 50% REBATE



BE IN THE FAST LANE
 IN SOUTHERN CALIFORNIA

SC50: *Emily Carr*
 Soveral 55: *Shadow*

That's right, win, place or show while chartering from us and earn a 50% rebate on the bare boat charter fee. This is the best way I can think of to be your partner in the race without being with you on the race course. So... If you're confident in your crew and inclined to "Go for the Gold"

CALL LANI SPUND OR JUNE LUNDSTROM
 FOR COMPLETE DETAILS

SOUTH: 818/353-6689 - NORTH: 408/354-8515

FOOLPROOF MARINE - 16197 Maya Way, Los Gatos, CA 95032



Club Nautique
proudly announces the opening of
our new charter base in the
Fiji Islands
and invites you and your guests
for a 10 day cruise in the
Unspoiled South Pacific
aboard our 44 foot Mason ketch.

For more information
kindly call toll free
1-800-343-SAIL
or outside Northern California
call collect
1-415-865-4700

Alameda - Fiji - Sausalito



**ADVENTURE
CHARTERS**
& A.C. BOAT SALES

(206) 466-4613

317 North First
LaConnor, WA 98257

Here's just a sample of the bareboats for you to choose from. All are fully equipped and in prime condition to make your getaway the very best yet!

SAIL

CAL 2-24, sleeps four \$500/wk
S-2 7.9, sloop, sleeps four \$600/wk
NEWPORT 30, sloop \$800/wk
TRUANT 33 PH, sleeps five \$850/wk
SCEPTRE 36 \$950/wk
O'DAY 37, sloop, sleeps six \$1,000/wk
CT 44 PH, sleeps eight \$1,400/wk
GULFSTAR 50, skippered \$2,500/wk
SKOOKUM 53, skippered \$2,500/wk

POWER

UNIFLITE 28, sleeps four \$900/wk
BAYLINER 3218, sleeps six \$1,500/wk
BAYLINER 38, sleeps six \$2,200/wk
CHB 34, trowler, sleeps six \$1,400/wk
DEFEVER 48, sleeps eight \$2,500/wk

YACHT VILLA COMBO FOR TWO

PRIVATE YACHT/VILLA PACKAGE

April 30, 1990 through September 3, 1990

The Best of Both Worlds!

Charter a yacht and a resort.

10 Days/9 Nights

Five nights aboard your Private Yacht.
Four nights in a Deluxe Hotel Room.

INCLUDES:

All Meals—Full American Plan
All Admiral's Package Extras, Summer Bonuses
The Complete Watersports Program

Cal 27 with a Marina Room

\$1980 for Two*

10 Days/9 Nights

—Or—

Freedom 30 with a Hillside Villa

\$2340 for Two*

10 Days/9 Nights

The Bitter End Yacht Club

Virgin Gorda, British Virgin Islands

Info. Reservations: 1-800-872-2392

In IL: 312-944-5855

*Plus BVI Tax and \$9 Service Charge per person per day.

GREEK ISLANDS

Quality Bareboats:

GREECE, TURKEY, YUGOSLAVIA, CARIBBEAN

Weekly Flotilla: ATHENS

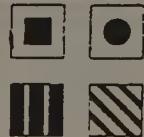
Sail Luxury Cruises / Instruction: ATHENS

Crewed Yachts: WEST & EAST MEDITERRANEAN, CARIBBEAN

Albatross

Private Yacht Chartering Club

1-800-922-4864 • 1-516-867-1957 FAX 1-516-867-7292



INTREPID
Yacht Sales and Charters, Inc.

The Northwest's Finest Yachting Vacations
Bareboat/Skippered Charters in the San Juan Islands.

BENETEAU and **GRAND BANKS.**

Select Sail 28'-44'

32'-49'

Charters • Charter Management • Sales

14 Harbor Mall • Bellingham, WA 98225

1 (800) 826-1430

WHARFSIDE CHARTERS / BED & BREAKFAST

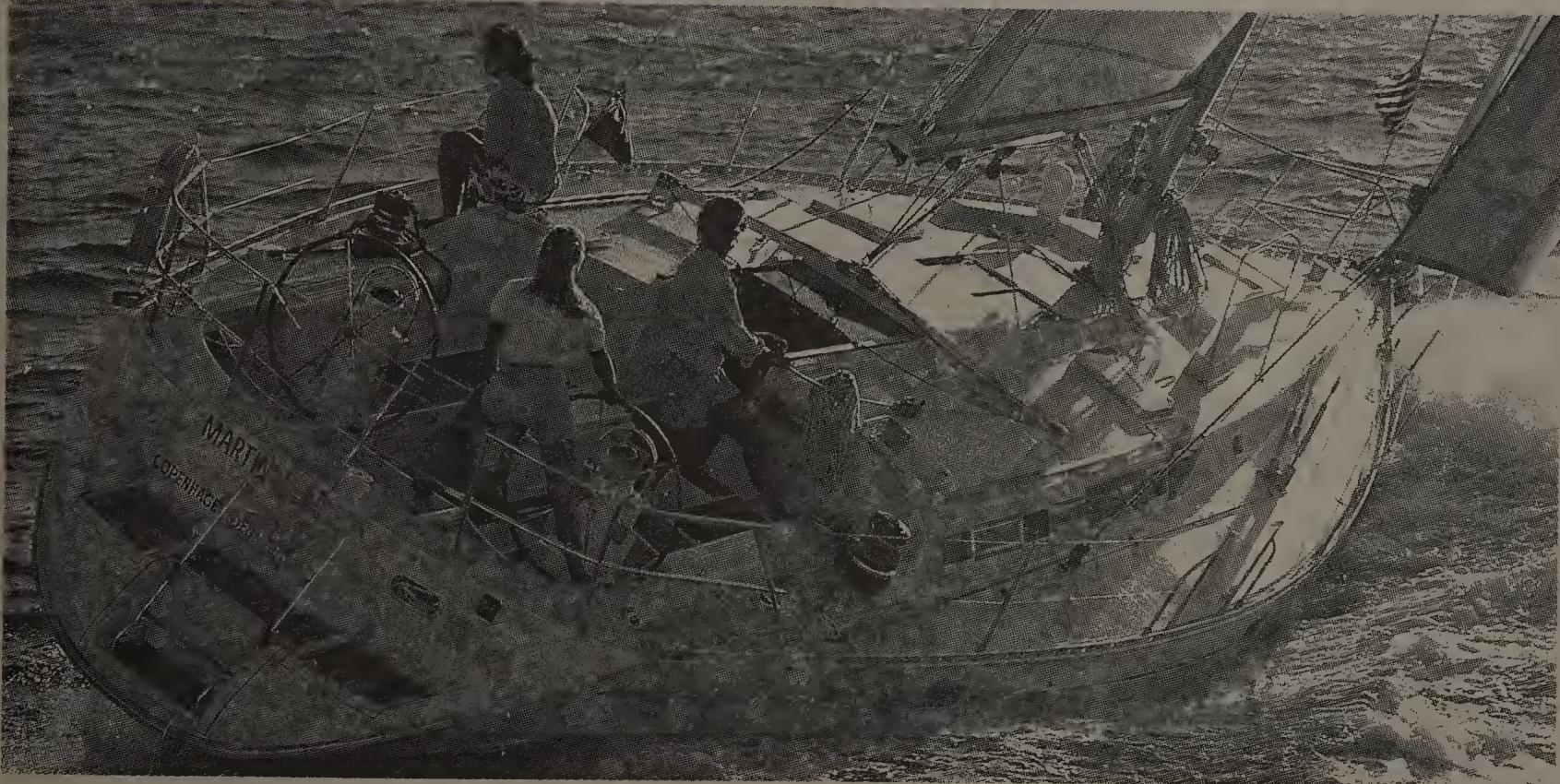


Well-established charter/bed & breakfast in beautiful San Juan Islands. Traditional 60-ft Brandlmayr MS, built 1973. Elegantly appointed, excellent condition 60 hp DB Buda. Fully equipped for world cruising or dockside charters. National reputation, steady income. \$185,000.

P.O. BOX 1212, FRIDAY HARBOR, WA 98250

(206) 378-5661

Taking Command Of This 50 Can Be Twice As Rewarding.



You'd like to own the state-of-the-art in a large, elegant and luxurious cruising yacht. And we'd like to charter that same yacht when you aren't sailing her.

That's the simple reason why our Yacht Ownership Program works so well.

This year, we're celebrating our 20th Anniversary. One of the presents is a special program for buyers of our Moorings 50 and Moorings 500 yachts.

Normally, we pay our owners 25% of the charter revenue. That's a great deal more than their mortgage cost.

For buyers of our 50-footers who act before July 1, that share increases to 50% for Year One in a 4-year contract. (You still receive the 25% share for the remaining years.)

Even at the most conservative level of usage, your net income is significant. At our current level of operation, it's a bonanza.

But, what makes this the right program for you goes beyond the cash. It's obvious the moment you step behind

Under Moorings Management, Owner Payments Now Doubled.

the wheel of your own 50-foot Moorings yacht. Either model is the yacht you'd choose, even if no program was offered.

We base your boat in paradise, give you the time you want, and let you sail sisterships when you want to try other locations (15 choices—from the Sea of Cortez, to the South Pacific, Caribbean and Mediterranean).

If you're ready to step up to one of these 50-footers, delay just throws away half your income.

So, ask for information soon: The Moorings, Suite 402, 1305 U.S. 19 South, Clearwater, FL 34624 USA.

 **The Moorings**
Toll-Free 1-800-526-1126
(In Florida 813/530-5651)

British Virgin Islands • St. Martin • Guadeloupe • St. Lucia • Grenada
Sea of Cortez • Tahiti • Tonga • Greece • Turkey • Yugoslavia • Spain

ANTIGUA/ST. BARTS ST. MARTIN/ANGUILLA

Big O



ALL FOUR ISLANDS

For As Little As
\$650

Per Person/Week*

Charter on Ocean 71 Ketch
with Captain and Crew

(*Prices for Latitude Readers Only!)

Latitude 38 Adventure Charters

P.O. Box 1678 • Sausalito, CA 94966 • (415) 383-8200



IT'S YOUR TURN FOR A SPRING BREAK...

Take the vacation you've been dreaming about.

Choose from the most sought after tropical cruising grounds in the world - Virgin Islands - with its protected cruising and cordial anchorages - St. Maarten - with its continental charm and free port shopping - Grenadines - with its unspoiled islands and challenging waters.

...no other charter provides so much.

Get the most out of your vacation with the Bimini Inclusive Vacation. It provides you with the convenience of planning your coordinated vacation with one phone call - air fare, yacht and provisioning. Plus our charters provide you with many extras.

Extras that will add to your enjoyment on board: 110 power that gives you the convenience of a microwave, toaster, hair dryer and blender (for your Piña Coladas), and a gas barbecue for unforgettable steaks.

Extras that will add to your pleasure

Take sporting equipment to fill your active days. windsurfer, snorkeling gear, fishing gear and even an underwater camera to bring your memories home.

Every detail of the charter is planned with you in mind. Before you leave home we'll send you a cruising guide to help you plan your itinerary. And when you're at our marina you'll receive a detailed briefing of your cruising area.

We'll meet you at the airport and bring you to your waiting yacht at our marina. Your charter includes generous provisioning of breakfast, lunch and snack each day for seven days. Plus you select 4 dinners per person, for on-board dining. And the other evenings you are free to enjoy some of the famous island restaurants.

*Rates vary according to the number of people, size of yacht, season, cruising area and departure day. Not included in price are: The surcharge, departure tax, fuel, insurance and security deposit.

The Bimini Fleet has the yacht for your cruising pleasure ...

Our sailing yachts range from the traditional island cruisers of Endeavour and Whitby to the performance cruising of CS and Jeanneau.

The power fleet offers you the flexibility of a traditional island trawler to the full planing hull of HiStar.

All luxuriously equipped, our yachts are tailored to accommodate from as few as 2 people on a 36' yacht up to 9 people on a 53' and everything in between.

Plan your dream vacation now ...

When you add it all up, the value of a Bimini vacation is hard to beat. To get started all you need to do is call us at

1-800-444-3996.

Act now, to ensure the availability of the yacht and cruising area of your choice.

A chartering vacation you can rely on.

The Bimini

YACHTING VACATIONS

Virgin Islands • The Grenadines • St. Maarten

701 Enterprise Rd. E., Suite 9031

Safety Harbor, Florida 34695

813-799-3996

1-800-444-3996

Benicia Marina

Gateway to the Delta

★ Guest Berths Available – Reservations Recommended

★ Permanent Slips Are Available (Current Occupancy at 99%)



266 EAST "B" STREET

(707) 745-2628

BENICIA, CA 94510

ask any
rollerstay
owner.

...and they'll tell you that the Mariner Rollerstay™ furling system is the strongest, safest, cleanest, and most versatile jib furling system there is.

Rollerstays™ are very easy to install and use, and will furl any "HANK ON" headsail.



The Sign of Quality

for more information on the Mariner Rollerstays™ and sailboat fittings, call or write Mariner Co. Dealer and rigger inquiries invited. (805) 522-9091 Fax 522-6218

MARINER CO.
2280 Shasta Way, #106, Simi Valley, CA 93065

SIMPLIFIED CELESTIAL SIGHT REDUCTION

Gale Stockdale's Computation Worksheet

- Simplifies the sight reduction process
- Organizes the HO 249 computations
- Provides reminder prompts for each step
- Allows for six sights on each page
- Comes in convenient pads of 20 sheets

Available now in packages of seven pads for \$10.00 plus \$1.50 shipping and handling per package.

Send check or money order (no COD) to:

MARTECH COMPANY

2225 Bridlewood Drive
Rancho Cordova, CA 95670

Please ship Slight Reduction Worksheets to:

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Enclosed is \$ _____ for _____ packages
at \$10.00 plus \$1.50 shipping/handling per package.
(In California add 6.75 percent tax) **Please, No COD**

FREE 'N EASY CRUISING RACING FAST 'N HIGH



Sails made in the USA from top quality American fabrics at realistic prices backed by service that's second to none.

Call for a quote or stop by the Alameda Boat Show and find out about our money back guarantee.

1(800) 229-6105

67 LIBERTY SHIP WAY SAUSALITO, CA 94965

The logo for Coastline Canvas features a stylized graphic of three concentric, wavy lines on the left, with the word 'coastline' written in a cursive script to the right of the lines.

YACHT INTERIORS AND EXTERIORS
CUSTOM DESIGNS
by
SHELLEY S. SHOEMAKER
canvass

432 North Canal Suite 20 So. San Francisco

415/ 952-4722

Free written 90-day Quotations

COCKPIT CUSHIONS ENCLOSURES
SAILCOVERS/BAGS BIMINIS
SAIL REPAIR DODGERS

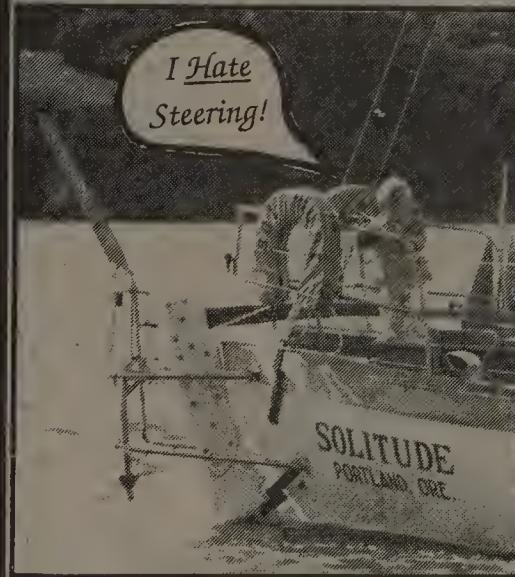
FRAMES AND HARDWARE
INTERIOR CUSHIONS AND CURTAINS

COMPETITIVE PRICES

Quality is my best advertisement

TUES-SAT 8:30 - 5:00

WE SPECIALIZE IN SELF-STEERING



SCANMAR manufactures three vanes, each using a different principle and suitable for different boats and steering systems:

The MONITOR All stainless steel servo-pendulum gear. Outstanding in last BOC.

The auto-helm Auxiliary rudder with a trim tab

The Saye's Rig Trimtab on the main rudder

In addition, we sell the French NAVIK, which is a double servo-pendulum gear. Our files contain thousands of installation drawings, photos and feedback from 20 years experience. Our advice is the part of our package that does not have a price tag and it may be the most valuable part. If you cannot visit us, you should write, call or fax information on your boat and your cruising plans. We might have photos and installation drawings from a sister-ship. Our free 22-page "crash course" on self-steering will help you understand this part of sailing that is so confusing to many sailors.

Factory Direct **SCANMAR MARINE PRODUCTS**

298 Harbor Drive, Sausalito, CA 94965
PHONE: (415) 332-3233 FAX (415) 332-0957

THE RACING

With reports this month on the record-breaking **Globe Challenge**; the three high octane **StFYC Spring Invitationals**; the all-IMS **Big Daddy Blowout**; the **South Bay** season opener; the fourth leg of the **Whitbread Race**; an update on the **50-footer wars**; final results of various **midwinter series**; and the usual collection of race notes.

Lamazou Conquers Globe

On March 15, solo sailor Titouan Lamazou guided his custom Bouvet/Petit 60-footer *Ecureuil d'Aquitaine* into Les Sables d'Olonne, France, to win the **Globe Challenge**. Finishing just after midnight in an almost imperceptible breeze, the weary 33-year-old French adventurer/artist was greeted by thousands of spectators, all of whom stayed up late to see history in the making — Lamazou had absolutely obliterated all previous solo circumnavigation records with his blistering 109 day, 8 hour sprint.

Lamazou, who collected a mere \$40,000 in prize money for his victory (just wait for the endorsements!) eclipsed the previous monohull round-the-world record (150 days, set by American Morgan Dodge in 1986) as well as the multihull record (125

9.4 knots. American Mike Plant, whose *Duracell* is expected to finish (unofficially) about April 7, sent his congratulations to Lamazou, saying that "no monohull is ever likely to beat that record".

That no one will want to challenge Lamazou's new record in the near future seems certain. The **Globe Challenge**, which billed itself as the "Mount Everest of Sailing", was a brutal deal indeed — only 7 of the 13 entries will officially finish.

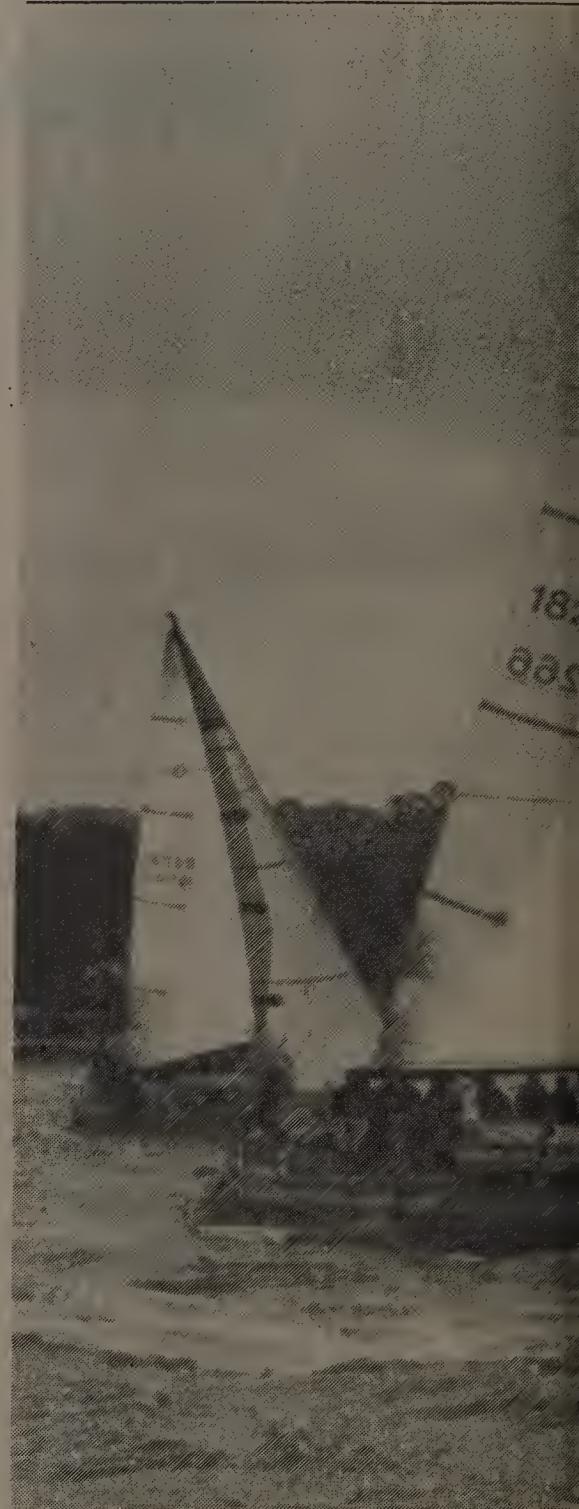
Considering the enormity of the event, the finishes were surprisingly close: 30-year-old Loick Peyron, sailing without the benefit of weather-routing assistance, brought *Lada Poch* home less than a day behind Lamazou, and the popular and relatively under-funded Jean-Luc Van Den Heede sailed 36.15 MET home two days after Peyron. Philippe Jeantot (Credit Agricole) was a distant fourth after fighting with his gooseneck the entire trip; he was followed by Pierre Follenfant (TBS/Charente Maritime). As we go to press, five boats were still at sea (three racing unofficially), and three are long-since retired.

Lamazou, Plant and several other **Globe Challengers** will square off again on September 15, when the 1990 **BOC Challenge** sets sail from Newport, R.I. Forty-eight sailors from 11 countries are signed up already for that three-stop solo circumnavigation.

StFYC Spring Invitationals

One design racing is alive and well on San Francisco Bay, as evidenced by the 150 boats in 17 classes that participated in Saint Francis YC's annual spring invitational regattas. Held on the first three weekends in March, the racing offered what sailors have come to expect from these Saint Francis YC "tune-up" regattas: excellent race management and courses, intense competition, and lots of fun on the Saturday night between races.

"If there was a theme for the three weekends, it was wind — and lots of it!" said race official Manny Franzel, who participated in running all three events.



Indeed, for the most part, the blustery conditions more closely resembled the height of summer on the Bay than the tail end of the midwinters.

Sunday, March 11, was a particularly savage day, as a big ebb against a roaring westerly created the first "Maytag" weather of the year. Many of the big One Designs aired out their underbodies, though miraculously no boats or bodies were dismembered. Several crewmembers did spend some time swimming in the Bay after nasty crash n' burns or, as in the case of *Pazzo Express*, when their lifeline fittings broke.

Everyone lived to talk about it, but the message was clear: Summer is almost here — make sure you, your boat and your crew are ready.

SPRING KEEL (3/3-4):

COURTESY SCANNER MARINE

Meet the new boss: Titouan Lamazou is currently the hottest commodity on the single-handed sailing scene.

days, set in '89 by countryman Olivier de Kersauzon). Tracked by an ARGOS system, Lamazou covered 24,911 miles, averaging



LATITUDE/RICHARD

Expressing themselves at the StFYC Spring One Design Invitational (l to r): 'Pazzo Express', 'Re-Quest', 'Spindrift' and 'Blitz'.

J/24 — 1) **Bohica**, Michael LaHorgue, 11.75 points; 2) **Ice Breaker**, Bob Richards, 14.75; 3) **Grinder**, Jeff Littfin, 18; 4) **Stormtrooper**, Keith Milne, 20; 5) **Sweeney Todd**, David Menis, 22. (22 boats)

EXPRESS 27 — 1) **Summer Palace**, Ted Wilson/Norman Davant, 10.25 points; 2) **Friday**, John Liebenberg, 11; 3) **Salty Hotel**, Mark Halman, 17; 4) **New Wave**, John Kelly, 17.75; 5) **Abigail Morgan**, Ron Keli, 21. (14 boats)

J/29 — 1) **Blazer**, Michael Lambert, 9.5 points. (3 boats)

SOLING — 1) **Mach Two**, Gil Smith, 7.5 points; 2) **Second Edition**, Mark Murray, 7.75; 3) **Incisor**, Ken Grayson, 14.75. (7 boats)

ETCHELLS 22 — 1) **Satisfaction**, Jeff Madrigall, 10.75 points; 2) **Mr. Natural**, Bill Barton, 13.75; 3) **Six**

Hundred, Hank Easom, 20; 4) **Boxes**, Dewey Hines, 22.75; 5) **Jumper**, John Ravizza, 26.75. (22 boats) (4 races; 0 throwouts)

SPRING ONE DESIGN (3/10-11):

EXPRESS 37 — 1) **Ringmaster**, Leigh Brite, 5.75 points; 2) **Re-Quest**, Glenn Isaacson, 8; 3) **Pazzo Express**, 8.75. (6 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair, 4.75 points; 2) **Wild Onion**, Allan Schuman, 5.5. (3 boats)

J/35 — 1) **Redline**, Don Trask, 4.75 points; 2) **Dragon**, Rich Morse, 7.75; 3) **Equanimity**, Randy Paul, 9.75. (6 boats)

SANTANA 35 — 1) **Dance Away**, Bob Bloom, 6.75 points; 2) **Cheers**, John Hollfelder, 10.75; 3) **Flexible Flyer**, Mike Creazzi, 12. (9 boats)

ETCHELLS 22 — 1) **Six Hundred**, Hank Easom, 3.5 points; 2) **The Bear**, Vito Bialla, 4.75; 3) **Peer Gynt II**, Jim Skaar, 12. (10 boats)

TARTAN 10 — 1) **QE3**, Dick Bates, 4.75 points; 2) **Sud Run**, Dennis Deisinger, 5.75; 3) **Wave Runner**, Edward Campbell, 9.75. (5 boats)

OLSON 30 — 1) **Think Fast**, Albert Holt, 2.25 points; 2) **Killer Rabbit**, William Coverdale, 8; 3) **White Knuckles**, Daniel Benjamin, 13. (9 boats)

NEWPORT 30 — 1) **Top Gallant**, Frank Hinman, 3.5 points; 2) **Achates**, Bill Schultz, 9; 3) **Mintaka**, Gerry Brown, 11.75. (8 boats) (3 races, 0 throwouts)

SPRING DINGHY (3/17-18):

505 — 1) **Wowie**, Howard Hamlin/mystery crew, NYHC, 3 points; 2) **School is Hell**, Jeff Miller/Bruce Heckman, RYC, 11.75; 3) #787/9017, Tom Poore/Stuart Park, "MOFYC", 15; 4) **Testosterone Poisoning**, Jim Maloney/Bob Sutton, RYC, 18; 5) **Punishment Pony**, Mark Adams/Jonathan Livingston, RYC, 19. (19 boats)

INTERNATIONAL 14 — 1) **Scared Skiff**, Zach Berkowitz/Karl Baldauf, StFYC, 5.5 points; 2) **Banana Peel**, David Klipfel/David Bernsten, RYC, 10.75; 3) #1000, Alan Laflin/Horace Reynolds, StFYC, 14. (7 boats)

AUSSIE 14 — 1) **Divine Madness**, Mark Starratt/Pete Mohler, "KCYC", 5.5 points. (1 boat)

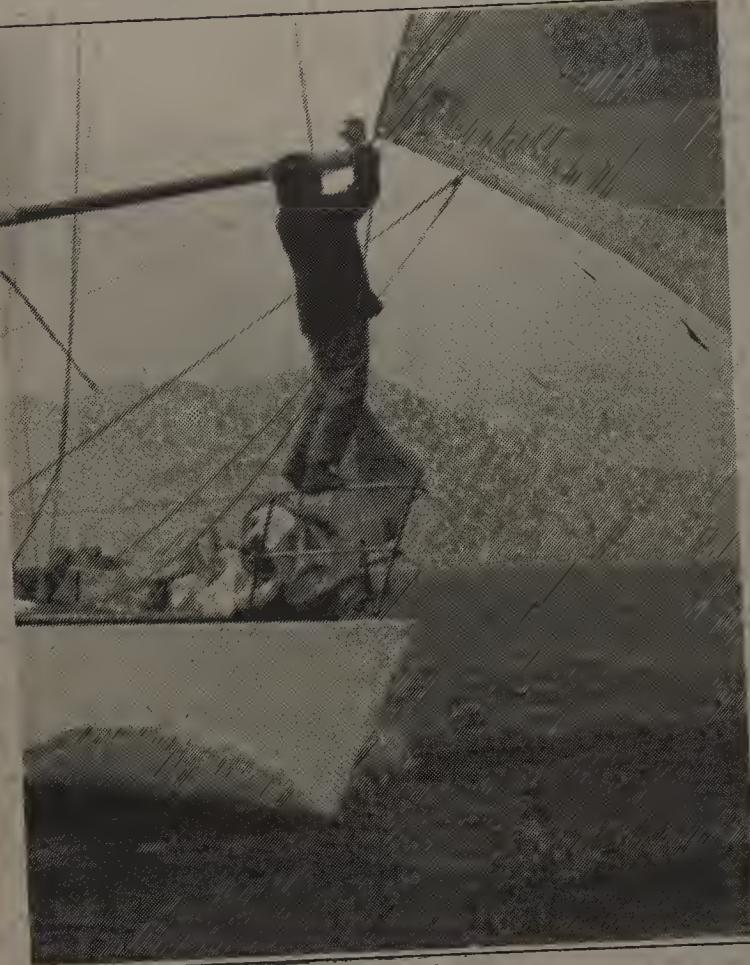
SNIPE — 1) #20204, Tony Fisher/Jennifer Fisher, RYC, 6.5 points; 2) **Slime**, John Kelly/Eddie Elliot, RYC, 7.5; 3) **Torch**, Jim Grubbs/Lynn Grubbs, ABYC, 10.75. (6 boats) (5 races; 1 throwout)

Big Daddy Regatta

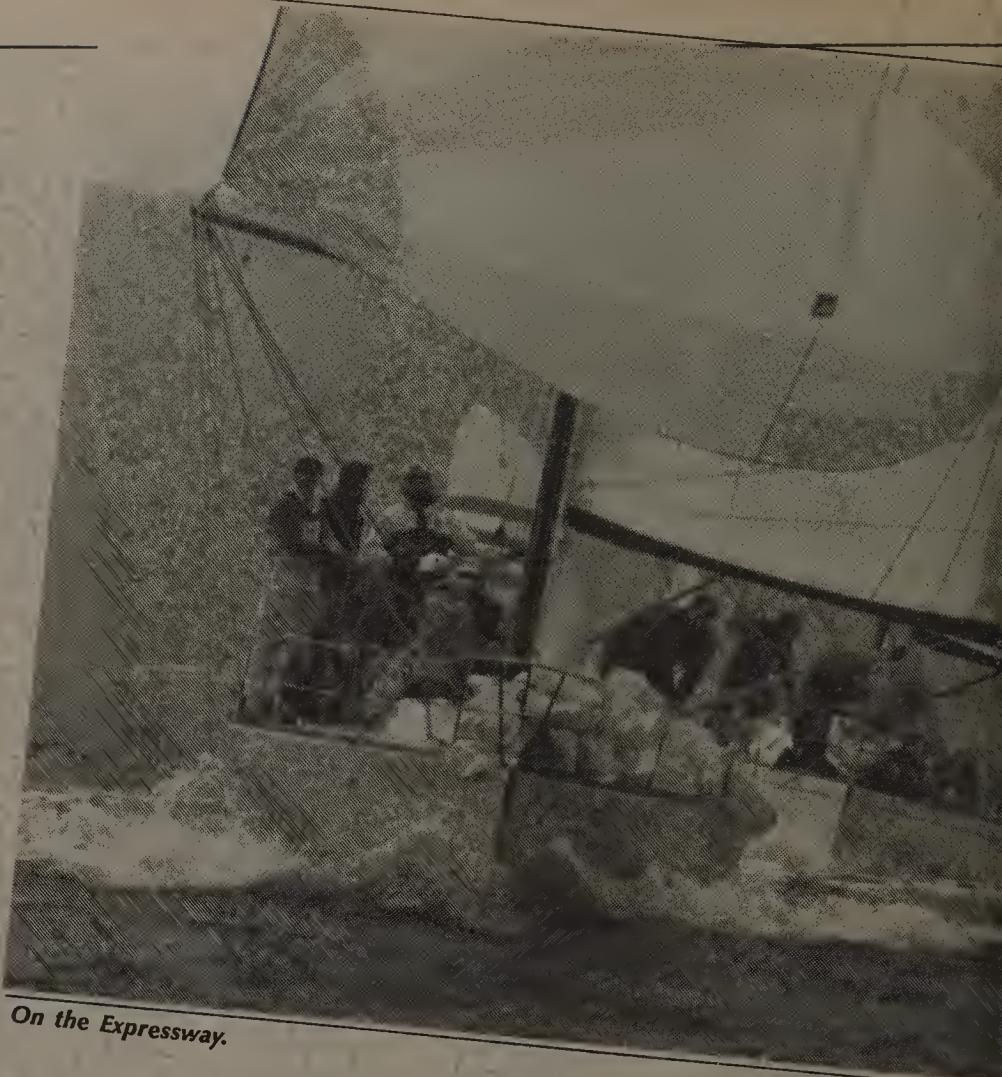
The xeroxed flyer posted in front of the race committee office during Richmond YC's All-IMS Big Daddy Blowout on March 17-18 set the tone for the light-hearted weekend. It read, "We have not succeeded in solving all of your problems. The answers we have found only serve to raise a whole set of new questions. In some ways we feel we are as confused as ever, but we believe we are confused on a higher level and about more important things."

That witty sentiment was sent to the race committee with Colin Case's race application, presumably as some oblique reference to the current state of the International Measurement System. "Confused as ever" turned out to be prophetic, as for the third year in a row the Big Daddy Pursuit Race turned into a fiasco at the last leeward mark. Some 28 boats misinterpreted the vaguely worded race instructions and rounded the wrong mark, only to be disqualified. *Bravura* and *Leon Russell* finished one-two in the 17.9-miler, but were subsequently flicked for rounding what turned out to be a bogus mark. The winner,

THE RACING



Hanging ten on the pointy end.



On the Expressway.



The class-winning 'Bandido' bunch.

therefore, was the first boat to sail the correct course — none other than Case's *National Biscuit*.

Sunday's reverse-handicap race was just for fun anyway, and no one in the 106-boat fleet let the controversy interfere with the post-race champagne party. Saturday's racing, however, was the "real" thing: two identical 9.3-mile races from the Olympic Circle up to Harding Rock, then to Buoy 7

east of Alcatraz, then back to the Circle finish line. Kers Clausen's race committee scored the races using 8 knots of breeze for the first heat and 14 for the second (for Sunday's "pre-handicapped" race, they took a shot in the dark, using 12 knots).

But racing was just one facet of this annual salute to the Big Daddy, who Monday through Friday is better known as Bob Klein. There was the mandatory dinner

and dance party on Saturday evening, made all the merrier by its coincidence with St. Paddy's Day. And of course, there were the *de rigueur* Jonathan Livingston "sleaze dog" T-shirts (and some questionable looking day-glow pink hats for race officials); the free kegger after Saturday's racing; and Sunday's champagne awards ceremony, highlighted by RYC Commodore Malcolm Gregory presenting a pair of studly-looking "Big Daddy"

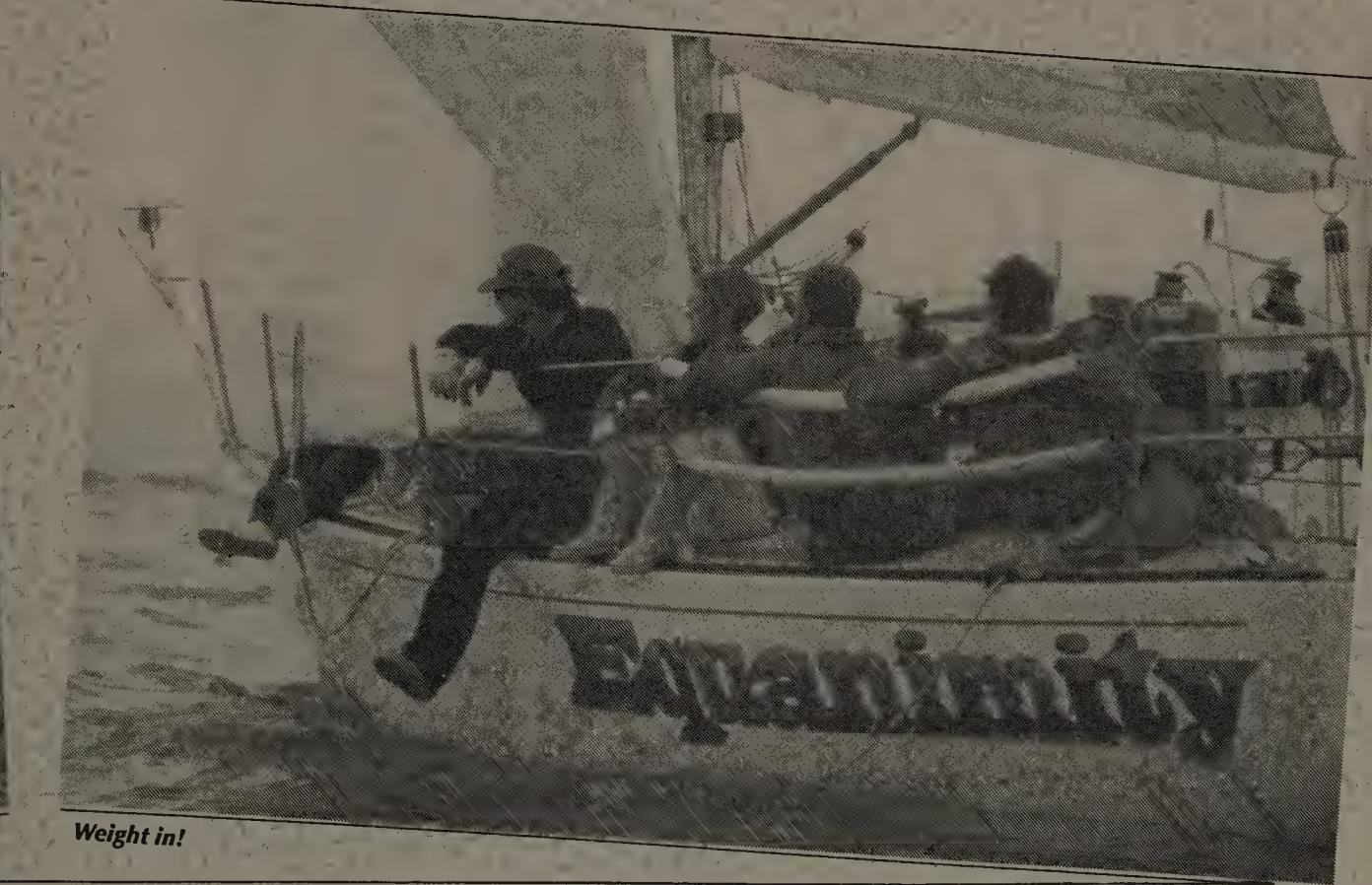




Class act: *Big Daddy*, *Leading Lady* and *The Wiz*.



Weight out!



Weight in!

boxer shorts to the regatta's namesake.

There was also a serious side to the weekend in the form of two "roundtable no b.s. seminars" on the IMS rule. Carl Schumacher led the Friday evening discussion; Jim "The Wiz" Antrim, who did a fine job of dispensing temporary IMS ratings for the weekend (well, except for the F-27 trimarans), led Sunday morning's seminar.

Apparently the two local factions of IMS (IMRDA for former IOR hot-rods; HDA/IMS for production boats) are closer to burying the hatchet and racing together, rallying behind a "united we stand, divided we fall" type of mentality. Some of the experts, Schumacher included, find this trend unsettling. "To throw out the 'optional regs' and race as one group would be like racing a Ferrari against an Acura," said Schum-

acher. "The Ferrari wins every time."

THE TROPHY RACES (3/17):

DIV. A — 1) Bravura, Farr One Ton, Irv Loube, 1.5 points; 2) National Biscuit, Schumacher 35, Colin Case, 4; 3) Corsair, Peterson 43, Craig Brown, 8. (8 boats)

DIV. B — 1) Bydand, Baltic 42, Max Gordon, 2.75 points; 2) Jackrabbit, Isl./Pet. 40, Dave Liggett, 5; 3) Sunday Punch, Express 34, Art Ball, 5.75. (7 boats)

THE RACING

DIV. C — 1) Blitz, Express 37, George Neill, 2.75 points; 2) Re-Quest, Express 37, Glenn Isaacson, 3.75; 3) Flamingo, Express 37, Rod Sievers, 6. (9 boats)

DIV. D — 1) Golden Bear, Frers 46, Rob Anderson, 2.75 points; 2) Spellbound, Olson 40, Warren Seward, 3.75; 3) InfraRed, Davidson 44, Craig Sharow, 7. (8 boats)

DIV. E — 1) Bandito, Farr 36, Ed Lawrence, 3.75 points; 2) Ozone, Olson 34, Carl Bauer, 5.75; 3) Petard, Farr 36, Keith Buck, 7.5. (9 boats)

DIV. F — 1) Kirl, J/35, Bob George, 7.75 points; 2) Ice Breaker, J/35, Doug Taylor, 8; 3) Slithergadee, J/35, John Niesley, 8. (10 boats)

DIV. G — 1) Smokin' J, J/29, G. deWit, 5.75 points; 2) Advantage II, J/29, Pat Benedict, 6; 3) Mad Hatter, Wylie 34, Rich Fisher/Peggy Fisher, 6.75. (10 boats)

DIV. H — 1) Moonshadow, Wylie 31, Wayne Behrens, 2.75 points; 2) Miss Conduct, Olson 29, Tom Mason, 6; 3) Mercedes, Moore 24, Joel Veruth, 6.75. (10 boats)

DIV. I — 1) Leon Russell, Express 27, Russ Johnson, 1.5 points; 2) Friday, Express 27, John Liebenberg, 5; 3) Salty Hotel, Express 27, Mark Halman, 7. (13 boats)

DIV. J — 1) Hare Ball, Wylie Wabbit, Jim Malloy, 4.75 points; 2) TBD, Wylie Wabbit, Glenn Gibb, 5; 3) Wind Blown Hare, Wylie Wabbit, Steve Bates, 7. (13 boats)

BIG DADDY PURSUIT RACE (3/18):

1) National Biscuit; 2) Kirl; 3) Advantage II; 4) Salty Hotel; 5) Friday; 6) Wave Runner; 7) Ice Breaker; 8) Slithergadee; 9) Re-Quest; 10) Irrational.

South Bay Season Opener

Winds gusting up to 35 knots may have accounted for the light attendance at the South Bay Yacht Racing Association's first 1990 race on March 11. Or maybe it was just a little too soon after the midwinters for some folks to get organized for SBYRA's 8-race summer schedule. Whatever the reason, only 19 boats crossed the starting line for Coyote Point YC's quick 10.7 mile jaunt around the choppy South Bay.

"We've had as many as 50 boats racing in the series in the past," says SBYRA race chairman Ed Rank. "And with two throwouts in the series, it's definitely not to late to sign up." Other reasons to sign up include the low cost (only \$15 for the whole series); the fact that non-yacht club affiliated members are welcome; and the variety of race venues (three races are run by CPYC,

three by Sequoia YC, and two by San Mateo YC).

The next race in this low-key PHRF series will occur on April 8. To get in on the fun — or just to learn more about SBYRA — call Rank at (415) 462-6315 (evenings).

DIV. A (Spinnaker) — 1) Cosmic Muffin, J/35, Tom Carlson; 2) Zodiac, K-40, Frank Ballantine. (5 boats)

DIV. B (Non-Spinnaker) — 1) Fat Bob, Catalina 38, Robert Lugliani; 2) Dolphin, Cal 2-30, Carl Huber. (6 boats)

DIV. C (Spinnaker) — 1) Svea, Int. Folkboat, Terry Manchester; 2) Ganymede, Cal 2-27, Skip Smith. (3 boats)

DIV. D (Non-Spinnaker) — 1) Leeward, Catalina 30, Jim Balestra; 2) Intrepid, Catalina 30, Dick Linehan. (5 boats)

Whitbread Report, Leg Four

It's getting to be a familiar scenario: Leg Four of the Whitbread Race — this one a 6,255 mile sprint from Auckland back to Punta del Este — was another match race at the head of the fleet between our *Fisher & Paykel New Zealand* and *Steinlager 2*. At one point, after 5,000 miles of racing, the two boats were bow to bow 100 yards apart. It makes for exhausting sailing: there is no let-up ever, with sail change after sail change

each time the wind varies in strength or direction. All five sails on our 82-foot masthead ketch are constantly being trimmed, for we know that off in the distance the crew of the Big Red Boat is doing the same.

And once again, *Steinlager* took line honors — making it four in a row. Peter Blake and crew finished in 22 days, 20 hours and 42 minutes, logging an average speed of 10.6 knots in the surprisingly light conditions. *Steinlager* beat us by 21 minutes, proving yet again that they are a little faster in more conditions than *Fisher & Paykel* — not much, but just enough to make the difference.

The start on February 4 in Auckland was unlike anything I've ever seen in yachting. Some 300,000 Kiwis were on hand to see the 23 boats off. They lined the shore and islands, and came out on every type of water craft imaginable. We had to sail through a solid wall of boats for the first two hours of the race, constantly concerned about getting out of the Hauraki Gulf without colliding with one of the thousands of spectator boats.

We made it, but the Swedish ketch *The Card* wasn't so lucky — she locked rigs with an anchored boat and ripped her mizzen mast down. The Swedes quickly decided to

FINAL MIDWINTER RACE RESULTS

BYC/MYCO Midwinters

SATURDAY SERIES:

OLSON 30 — 1) Saint Anne, Dick Heckman, IYC, 12.5 points; 2) Think Fast!, Holt/Milligan, MYCO, 14; 3) Adieu, B. Joe Rosa, WYC, 16.5. (12 boats)

PHRF A (0-144) — 1) Absolute 88, Wylie 37, Keith MacBeth, SCYC, 4.25 points; 2) Blue Max, Dehler 34, James Freeland, BYC, 13.75; 3) Ozone, Olson 34, Carl Bauer, ACYC, 14. (11 boats)

J/29 — 1) Potsticker, Losch/Denebeim, SIFYC, 5.5 points; 2) Advantage II, Pat Benedict, MBYC, 6.5; 3) Smokin' J, G. deWit, NoYC, 19. (9 boats)

EXPRESS 27 — 1) Light 'N'Up, Ted Wilson, SIFYC, 4.25 points; 2) Salty Hotel, Mark Halman, RYC, 27; 3) Friday, John Liebenberg, RYC, 28.75; 4) Jalapeño, Stewart/Beal, RYC, 29; 5) Mantis, Rich Toft, NoYC, 32. (27 boats)

SC 27 — 1) Concubine, Brad Whitaker, SIFYC, 11.5 points; 2) Variety Show, Rob Schuyler, SCYC, 14; 3) Dynaflow, Matt Dini, SCYC, 14.5. (9 boats)

PHRF B (145-168) — 1) Mercedes, Moore 24, Joel Vertti, NoYC, 6.75 points; 2) Pearl, Olson 25,

Riley/Palmer, SCYC, 10.75; 3) Zott!, Choate 27, Robert Hrubes, NoYC, 15. (12 boats)

J/24 — 1) How Rude, Dave Hodges/Scott Walecka, SCYC, 3 points; 2) American Beauty, Ray Delrich, RYC, 12; 3) Grinder, Jeff Littin, NoYC, 17; 4) J-Walker, Donald Hazzal, SIFYC, 22; 5) Froglips, Richard Stockdale, WYC, 25. (23 boats)

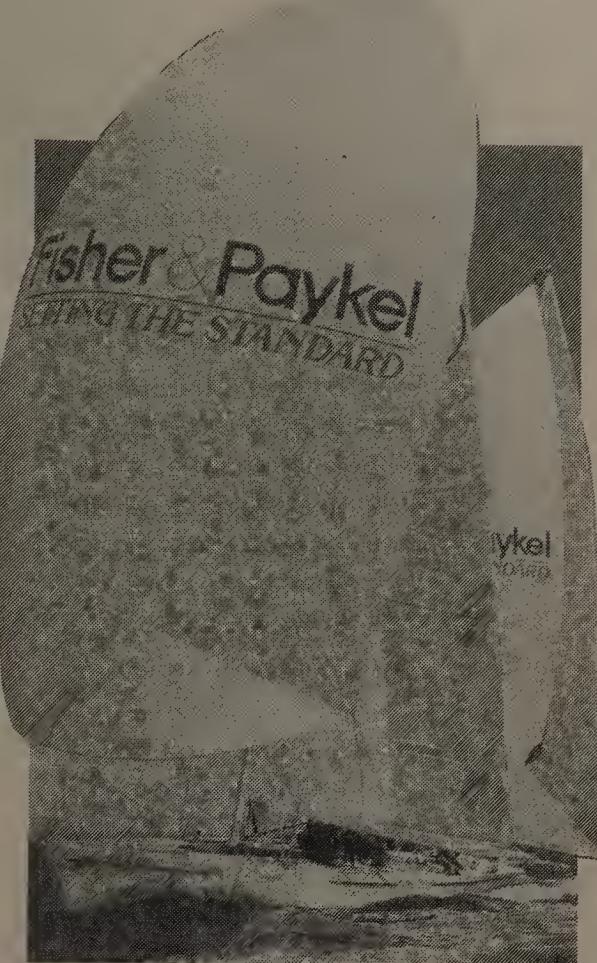
MERIT 25 — 1) Shenanigan's, Pat Brown, SIFYC, 4.25 points; 2) T. Zone, Paul Kamen, CSC, 8.75; 3) Chesapeake, Jim Fair, BYC, 12. (6 boats)

PHRF C (169-186) — 1) Poco a Poco, J/22, George Koch, FLYC, 7.5 points; 2) Shareholder, Holder 20, Gary Albright, RYC, 9.75; 3) Viking, Santana 525, Matt Soderer, SeqYC, 11.75. (8 boats)

NEWPORT 30 — 1) Topgallant, Frank Hinman, SIFYC, 6.5 points; 2) Mintaka, Gerry Brown, PAYC, 7.5; 3) Achates, Bill Schultz, BYC, 10. (6 boats)

PHRF D (187-198) — 1) Checkout, Cal 2-27, Misha Orloff, SCYC, 8.75; 2) Zephyr, Cal 2-27, Bruce Nesbit, RYC, 8.75. (4 boats)

PHRF E (199-209) — 1) Hawk, Alberg 30, Wren Collins, NoYC, 10 points; 2) Two-Bits, Cal T/4, R. &



jettison the debris and race the leg as a sloop, a big decision with over 6,000 miles to go and with the race only 10 minutes old. Ironically, the fleet sailed into a hole a few hours after the start and *The Card* brought up a new wind, sailing from last to first. They led the fleet for the first afternoon, but eventually faded to a creditable eighth place finish.

A strong northeasterly filled in and we reached south quickly to get into the westerlies of the Roaring Forties. For some reason, we never found the anticipated strong westerlies, only light southwesterlies. The normal procession of depressions marching eastward through the Southern Ocean wasn't there this time: perhaps because it was later in the summer, or maybe we just hit an interval of no depressions in the parade.

We pushed south, trying to cut down the distance to the Horn by sailing a Great Circle course. At 62° South it was very cold, and we were surrounded by icebergs. We spotted over 30 bergs on this leg, once having six in view simultaneously. "Growlers" became a problem. They are pieces of bergs with only a small portion visible above the surface, with the bulk waiting below to cut a hole in the hulls of passing Whitbread boats. They aren't visible on radar and many look

'Fisher & Paykel' has done well in the Whitbread Race, but 'Steinlager 2' has been setting the standard.

like just another whitecap. We had to make some radical maneuvers to dodge a few, and kept a constant "growler" watch from then on.

Cape Horn was magnificent, appearing all of a sudden out of the mist one rainy

morning. Stark and desolate, it was the first land we'd seen in 18 days. We could feel the presence of sailors lost in these infamous waters over the centuries.

With *Steinlager* just ahead, we beat north past the Falkland Islands in a light headwind. It was quite comfortable sailing, with flat seas and the temperature rising. About 200 miles from Punta del Este, a front came through, and the wind increased and came aft. We had all the "fruit" up: spinnaker, working staysail, main, mizzen and mizzen staysail. As the wind steadily increased to 40, then 45 knots, we began removing sail. By the time the wind reached 50 knots, we were down to just a #2 jib top and a double-reefed main, and the boat was flying along at 18-20 knots. It was a nice way to finish the leg.

Meanwhile, about 200 miles behind us, a drama was unfolding: the Finnish boat *Martela* lost her keel and flipped. It happened so quickly that two of the on-deck liferafts were trapped under the boat and lost. A third raft blew away, and the 16-man crew was left sitting on the capsized hull with only one four-man liferaft available. Luckily, the Swiss maxi *Merit* was just north of them and the French yacht *Charles Jourdan* was just to the south. The two boats converged on *Martela* within four hours, with

FINAL MIDWINTER RACE RESULTS — CONT'D

M. Osborn, IYC, 16; 3) **Upper Bound**, Cal 20, Peter Fowler, CSC, 19.75. (11 boats)

SANTANA 22 — 1) Carlos, Robert Ward, NoYC, 5.5 points; 2) Tara, Howard Brunn, RYC, 7.75; 3) **Buffalo Honey**, Lou Fields, IYC, 12.75. (7 boats) (4 races, 0 throwouts)

SUNDAY SERIES:

OLSON 30 — 1) **Think Fast!**, Holt/Milligan, MYCO, 6.5 points; 2) **White Knuckles**, Daniel Benjamin, MPYC, 7.75; 3) **Zephyros**, John Skinner, IYC, 10.75. (7 boats)

PHRF I (0-129) — 1) **Special Edition**, Wilderness 30, Eric Sultan, 7.25 points; 2) **Miss Conduct**, Olson 29, Tom Mason, StSC, 9; 3) **Power Play**, J/29, Peter Cunningham, GGYC, 13.75. (5 boats)

EXPRESS 27 — 1) **Salty Hotel**, Mark Halman, RYC, 6.5 points; 2) **Light N'Up**, Ted Wilson, StFYC, 8.5; 3) **Mantis**, Rich Toft, NoYC, 12. (12 boats)

PHRF II (130-165) — 1) **Magic Jammies**, WL-24, Witcher/Hart, RYC, 3 points; 2) **Zot!!**, Choate 27, Bob Hrubes, NoYC, 10; 3) **High Frequency**, WL-

24, Merle/Bell, FLYC, 15. (7 boats)

WABBIT — 1) **Mr. McGregor**, Kim Desenberg, RYC, 8.5 points; 2) **WPOD**, Melinda Groen, NoYC, 8.75; 3) **Contingent**, Jerry Keefe, NoYC, 10.75. (5 boats)

OLSCN 25 — 1) **Honeys Money**, Bob Evans, DSC, 8.75 points; 2) **No Slack**, Bill Thurman, EYC, 12.5; 3) **Pearl**, Bill Riley, SYC, 12.75. (12 boats)

PHRF III (166-168) — 1) **Twilight Zone**, Merit 25, Paul Kamen, CSC, 4.25 points; 2) **Xanadu**, Merit 25, Bill Glass, SLTYC, 10; 3) **Chesapeake**, Merit 25, Jim Fair, BYC, 10.75. (5 boats)

J/24 — 1) **Sgt. Schultz**, Dan Simmons, RYC, 5.5 points; 2) **Froglips**, Richard Stockdale, WYC, 8.75; 3) **Phantom**, John Gulliford, DSC, 12.75. (5 boats)

PHRF IV (171-195) — 1) **Antares**, Isl. 30 Mark II, Larry Telford, BYC, 5.5 points; 2) **Snow Goose**, Santana 30, Ted Mattson, OYC, 6.5; 3) **Gold Rush**, Islander 30 Mark II, Jim Lucas, BYC, 13. (6 boats)

PHRF V (196-207) — 1) **Temptation**, Cal 2-27, Rollye Wiskerson, RYC, 5.5 points; 2) **Con Carino**, Cal 2-27, Gary Albright, RYC, 12; 3) **Freyja**, Catalina

27, D. & L. Nelson, RYC, 12.75. (13 boats)

PHRF VI (208-up) — 1) **Snow Storm**, Ranger 23, George Morris, NoYC, 4.25 points; 2) **Naressia**, Coronado 25, Bobbi Tosse, BYC, 13; 3) **Jubilee**, Ariel, Don Morrison, RYC, 14. (11 boats)

INT'L FOLKBOAT — 1) **Moria**, Jed Crane, RYC, 7.5 points; 2) **Eiska**, Lesta Nadel, BYC, 7.75; 3) **Xanadu**, Tom Federico, NoYC, 11.75. (6 boats) (4 races, 0 throwouts)

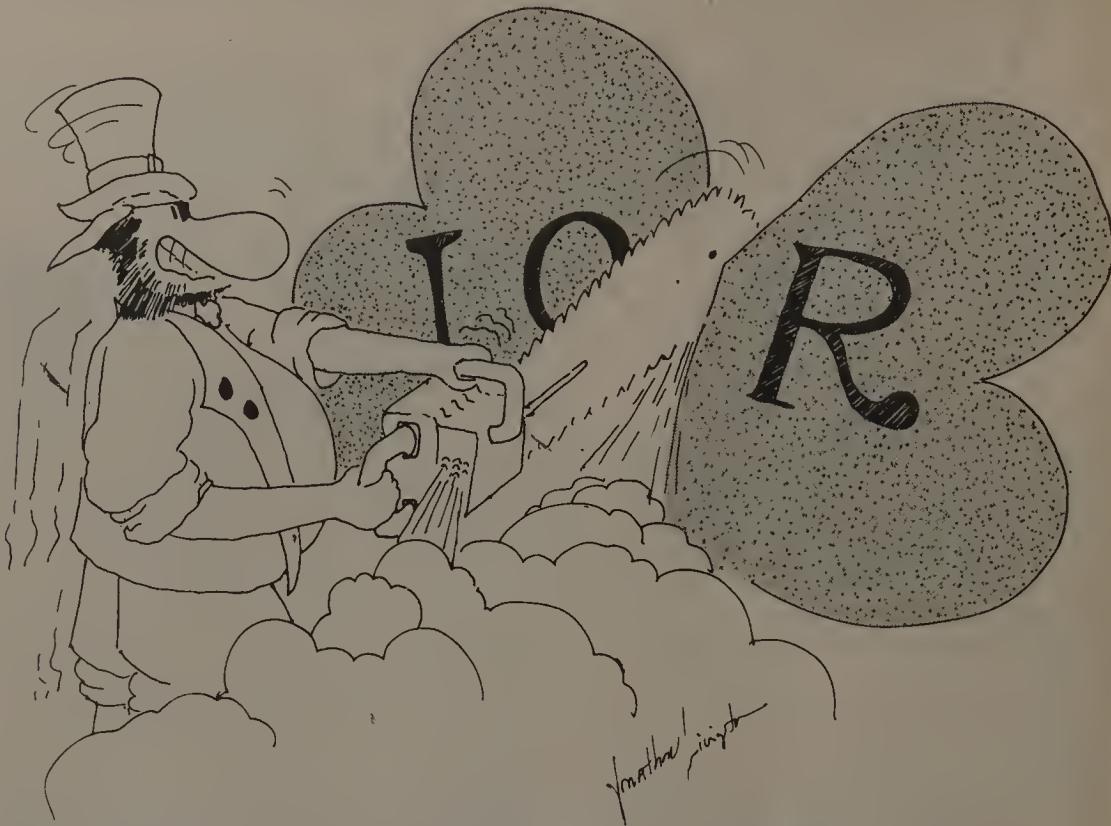
Encinal YC Jack Frost Series

DIV. A — 1) **Surefire**, Frers F-3, Matt & Jon Carter, 4.25 points; 2) **First Class**, Express 37, Bill Stauch, 6.75; 3) **Audacious**, Pet. One Ton, J.C. Armstrong, 16. (14 boats)

DIV. B — 1) **Severn**, Annapolis 44, Ryle Radke, 6.25 points; 2) **Movin On**, Jeanneau 32, Bob Neal, 15; 3) **Kamala II**, Ranger 29, Bill Keith, 15. (14 boats)

DIV. C — 1) **Billikin**, Wavelength 24, Steve Ritz, 5.5 points; 2) **Twilight Zone**, Merit 25, Paul Kamen, 8.75; 3) **Chesapeake**, Merit 25, Jim Fair, 10.75. (11 boats)

THE RACING



Merit picking up 10 of the crew and Charles Jourdan taking aboard the other six.

Both boats were granted redress for their valiant rescue efforts. At the time of this writing, *Martela* is still floating upside down some 350 miles from the finish line. An Argentinean naval ship is apparently standing by her and a salvage tug is on its way. The intention is to tow *Martela* into Mar del Plata, then possibly ship her to Fort Lauderdale in an attempt to repair her for the final leg back to Southampton, England.

It's nice to be back in the warm weather of Uruguay. We've cleaned up the boat and are now on to routine maintenance. Nothing broke on this leg, so we get some holiday before we start repositioning and loading sails for Leg Five, the 5,475 miles up to Fort Lauderdale. That leg starts on March 17, and I'm looking forward to sailing home to America.

— john jourdane

ORDER OF FINISH, LEG 4:

1) *Steinlager* 2; 2) *Fisher & Paykel*; 3) *Rothmans*; 4) *Merit*; 5) *Charles Jourdan*; 6) *Union Bank of Finland*; 7) *Gatorade*; 8) *The Card*; 9) *NCB Ireland*; 10) *Belmont Finland II*; 11) *Fortuna Extra Lights*; 12) *British Satquote Defender*; 13) *Fazisl*; 14) *Liverpool Enterprise*; 15) *Equity & Law II*; 16) *Creightons Naturally*; 17) *L'Esprit de Liberte*; 18)

Goodbye, IOR: official "sleaze dog" cartoon from this year's Big Daddy IMS blowout.

Schlussel Von Bremen; 19) *With Integrity*; 20) *Malden*; 21) *La Poste*; DNF) *Rucanor Sport*, *Martela*.

COMBINED CORRECTED TIMES, ALL 4 LEGS:

1) *Steinlager* 2; 2) *Merit*; 3) *Fisher & Paykel*; 4) *Rothmans*; 5) *Charles Jourdan*; 6) *The Card*; 7) *Fortuna Extra Lights*; 8) *Gatorade*; 9) *British Satquote Defender*; 10) *Fazisl*; 11) *United Bank of Finland*; 12) *NCB Ireland*; 13) *Belmont Finland II*; 14) *Equity & Law II*; 15) *L'Esprit de Liberte*; 16) *Malden*; 17) *Liverpool Enterprise*; 18) *Schlussel Von Bremen*; 19) *La Poste*; 20) *Creightons Naturally*; 21) *With Integrity*.

50-Footer Update

With three of seven championship regattas over, some patterns are beginning to emerge on the red-hot International 50 Yacht Association's 1990 circuit. *Container*, Udo Schutz's *Judel/Vrolijk 50*, has moved into the lead by virtue of winning the Key West regatta and coming in second at the recent Miami regatta. Had she not dismasted in one race in the Japan season opener last November (in which they ended up 7th overall), *Container* would be even farther ahead. Truly an "international" 50, the West German speedster sailed the last two regattas with a Danish helmsman (Jens Christiansen) and a Bay Area tactician, Dee Smith.

Chasing *Container* in the overall

FINAL MIDWINTER RACE RESULTS — CONT'D

DIV. D (Catalina 30) — 1) *Fat Cat*, Seth Bailey, 3 points; 2) *Outrageous*, K.D. Speer, 6.75; 3) *Blue Denim*, Paul Jeans, 12. (8 boats)

DIV. E — 1) *Toots*, Thunderbird, Curtis King, 6.5 points; 2) *Jubilee*, Ariel, Nancy Morrison, 6.5; 3) *Cinnabar*, Cal 25, Ed Shirk, 10.75. (10 boats)

DIV. F (Non-spinnaker) — 1) *Enchanted*, Islander B30, Walt Vance, 5.25 points; 2) *Something Special*, J/35, B.D. Frolich, 9.5; 3) *Joanna*, Irwin 30, Martin Jemo, 11. (11 boats)

DIV. G (Catalina 34) — 1) *Goolara*, John Billmeyer, 4.25 points; 2) *Wind Dragon*, Dave Davis, 6.75. (6 boats)

(5 races, 1 throwout)

Golden Gate YC Midwinters

IMS — 1) *Jazz*, Beneteau One Ton, Rod Park, 7.75 points; 2) *Ice Breaker*, J/35, Doug Taylor, 20.75; 3) *Bravura*, Farr One Ton, Irv Loubé, 26.5; 4) *Corsair*, Serendipity 43, Craig Brown, 28; 5) *Red Line*, J/35, Bill Fawns, 45. (30 boats)

PHRF I (0-90) — 1) *Flamingo*, Express 37, Rod

Sievers, 4.25 points; 2) *Melange*, Express 37, Steve Chamberlain, 15; 3) *Spindrift V*, Express 37, Larry Wright, 20; 4) *Re-Quest*, Express 37, Glenn Isaacson, 21; 5) *Absolute 88*, Wylie 37, Keith MacBeth, 25. (20 boats)

PHRF II (93-123) — 1) *Flexible Flyer*, Santana 35, Mike Creazzi, 15 points; 2) *Wild Flower*, Santana 35, Art Mowry, 19; 3) *Take Five*, Santana 35, Fred Doster/Paul & Lauren Sinz, 20; 4) *Swell Dancer*, Santana 35, Jim Graham, 25.75; 5) *Wide Load*, Santana 35, Sam Bonovich, 27.75. (17 boats)

PHRF III (126-141) — 1) *Wave Runner*, Tartan Ten, Krawiec Campbell, 7.5 points; 2) *Gammion*, Tartan Ten, Randy Broman, 10.75; 3) *Chief*, SC 27, Dwight Odom, 22; 4) *El Raton*, Express 27, Ray Lotto, 27; 5) *Surprise*, Hunter 34, Jon Rollen, 31. (16 boats)

PHRF IV (144-180) — 1) *Tom Cat*, Islander 36, Alan Sebastian, 7.25 points; 2) *Whitcap*, IOD, Tom Allen, 14; 3) *Wanderlust*, Ericson 35, Bruce Munro, 17; 4) *Blockbuster*, Islander 36, Bruce Block, 18; 5) *Boog-a-Loo*, Cal 29, Nancy Rogers, 26.75. (24 boats)

PHRF V (183-204) — 1) *Summertime Dream*, Schumacher 26, Rob Moore, 6.25 points; 2) *Toots*, Thunderbird, Curtis King, 14; 3) *Viking*, Santana 525, Matt Soderer, 14; 4) *Hyperactive*, Knarr, Hans Williams, 14; 5) *Smogen*, Peterson 25, Ray Palmer, 30. (20 boats)

PHRF VI (207 and up) — 1) *Windy*, Folkboat, Bill Dumoulin, 12.5 points; 2) *Calabans*, Cal 20, David Green, 13.25; 3) *Shazam!*, Santana 22, Bud Sandkulla, 15; 4) *Freya*, Folkboat, Ed Welch, 16; 5) *Svia*, Folkboat, Greg Moore/Nancy Peterson, 26.75. (15 boats)

OVERALL — 1) *Flamingo*; 2) *Summertime Dream*; 3) *Tom Cat*; 4) *Wave Runner*; 5) *Jazz*; 6) *Gammion*; 7) *Windy*; 8) *Calabans*; 9) *Whitcap*; 10) *Toots*.

(4 races; 0 throwouts)

Richmond YC Small Boat Midwinters

505 — 1) *Rowedder/McKewen*; 2) *Jonathan Livingston/ Mark Adams*; 3) *Jim Wondolleck/Will Baylis*. (19 boats)

standings are four Farr 50s, which until just recently have been the benchmark in this fleet. Another threat to the Farr stranglehold on the 50 market materialized at the Miami contest: the brand new Riechel/Pugh designed *Abracadabra*. John Kolius drove the distinctive salmon-colored 50 to victory in her debut (with some help from *Container*, which fouled out of the series finale), a magical feat considering the crew had only sailed the boat three times before the regatta and was still working out the bugs.

"*Abracadabra* was fast out of the box, but we think there's a lot of room left for improvement," claimed co-designer Jim Pugh, who sailed on board as Kolius' tactician. The next skirmish on the 50 Footer circuit will occur on April 18-22 at St. Thomas, USVI. OVERALL AFTER 3 REGATTAS:

1) Container, J/V, Udo Schutz, W. Germany, 9.75 points; 2) Windquest, Farr, Rich Devos, Michigan, 10.75; 3) Tiger (ex-Bengal V), Farr, M. Kobayashi, Japan, 12; 4) Will, Farr, R. Oda, Japan, 13; 5) Carat VII, Farr, Wictor Forss, London, 20; 6) Champosa V, N/M, Mark Morita, Japan, 22; 7) Springbok, Farr, David Roscow, Connecticut, 23; 8) Abracadabra, R/P, Jim Andrews, Alabama, 23.75; 9) Infinity, N/M, John Thomson, New York, 33; 10) Blizzard, Humphreys, Ernest Juer, England, 33. (20 boats)

KEY WEST REGATTA (Jan. 15-19):

1) Container, 16.75 points; 2) Tiger, 18.25; 3) Springbok, 20.5; 4) Windquest, 21.75; 5) Carat VII, 28; 6) Insatiable, 28; 7) Will, 31; 8) Infinity 90 (ex-Andelsbanken), 39; 9) Abracadabra (N/M 50), 48; 10) Champosa V, 59. (16 boats)

MIAMI REGATTA (Mar. 8-11):

1) Abracadabra (R/P 50), 16.75 points; 2) Container, 19.5; 3) Springbok, 23.5; 4) Will, 24; 5) Tiger, 24; 6) Windquest, 32; 7) Insatiable, 37.75; 8) Champosa V, 41; 9) Carat VII, 42; 10) Infinity 90 (ex-Andelsbanken), 43. (14 boats)

Race Notes

Blast from the past: the 240-mile **Santa Cruz to Santa Barbara Race** is all set for 11:00 on the morning of Friday, May 25. Race chairman Keith MacBeth expects around 40 boats for the resurrected race: early entries include *Mongoose*, *Bloom County*, MacBeth's own *Absolute 88*, and a handful of SC 27s and Olson 30s. Also apparently interested are the seven SC 40s berthed in Santa Cruz (*Solution*, *Shaman*, *Camelot*, *Daisy*, *Revelry*, *Defiance* and *Pro-Motion*). The race — last run in 1976 — will offer various divisions for IMS, MORA, IOR, and one-design, but will be scored overall under PHRF. With any wind, most boats will finish by Saturday night, leaving Sunday for the party at Santa Barbara YC and Monday

(Memorial Day) for the trailer-ride home. Call Santa Cruz YC, (408) 425-0690, or MacBeth, (408) 356-7440, for the lowdown.

On the subject of three-day weekends and new regattas, mark your calendars now for the **Audi Sailing World NOOD Regatta** on Labor Day Weekend, September 1-3. Previous NOOD (National Offshore One Design) regattas in Newport, R.I., and Chicago were big hits, and there's no reason to expect otherwise when the show comes to San Francisco. Saint Francis YC will host the five-race cityfront regatta for Express 27s and 37s, Islander 36s, J/24s, J/29s, J/35s, Olson 30s, Newport 30s and Santana 35s. "Unlike the Volvo Regatta, this will be a yacht club oriented event," said StFYC's Don Trask. "It won't be as big a party routine, but we'll have sponsored cocktail hours and 'maxi hors d'oeuvres' every night."

Another regatta that Audi is co-sponsoring this summer is the **Audi/North Sail Race Week** in Long Beach on June 22-24. The six-year-old three day, four race PHRF (24-174) series is already a Southern California tradition, attracting a sell-out crowd from San Diego to Santa Barbara. To date, the regatta hasn't drawn many boats from Northern California, a situation race organizer Bruce Gollison would like to rectify. This year at least two NorCal boats are planning

FINAL MIDWINTER RACE RESULTS — CONT'D

International 14 — 1) Kers Clausen; 2) David Klapfel; 3) Paul DiSario. (10 boats)

FJ — 1) Joe Menis/John Walsh; 2) Mark Sutton; 3) Bernie Slaback/C. Devries. (8 boats)

Lightning — 1) Bruce Arnold; 2) Tim Barnes. (5 boats)

Wylie Wabbit — 1) B. Erkelens/Melinda Groen; 2) The Mr. McGregor Group; 3) Zane Working. (7 boats)

Laser II — 1) David Albright/Vaughan Selfers; 2) Michele Logan/Bart Harris; 3) Matt McQueen. (7 boats)

Laser — 1) Jason Fain; 2) Charles Witcher; 3) Pat Andreasen. (25 boats)

Fireball — 1) Steve Vaczovski; 2) Chip Hellier. (5 boats)

Sunfish — 1) Bob Cronin; 2) Bob Rutz; 3) Roy Jordan. (3 boats)

Thistle — 1) Chris Vogelsong; 2) Victor Segal; 3) John DeWitt. (7 boats)

International Canoe — 1) Erich Chase; 2) Del Olsen; 3) Dana Pettengill. (6 boats)

El Toro Junior — 1) Melina Hoyer; 2) David Wilson; 3) Ken Crawford. (10 boats)

El Toro Senior — 1) Dennis Silva; 2) Chris Gasparich; 3) Ron Locke. (14 boats)

Snipe — 1) Rich Bergsund; 2) Mark Rastello; 3) John Kelly. (9 boats)

(9 races over 3 days; 3 throwouts)

San Francisco YC Winter Series

DIV. I — 1) Annalise, Wylie 34, Paul Altman, 10.75 points; 2) Ringmaster, Express 37, Leigh Brite, 12; 3) Coyote, Beneteau One Ton, Pat Ciganer, 12.75. (16 boats)

DIV. II — 1) Finest Hour, Tartan Ten, Lambert Thom, 11.5 points; 2) Light'N Up, Express 27, Ted Wilson, 13.75; 3) Another White Boat, J/24, George Peck, 16. (12 boats)

DIV. III — 1) Esprit, C&C 29, Charles Kuhn, 12.75 points; 2) Toots, Thunderbird, Curtis King, 13; 3) Wahope II, Newport 30, Walt Wilson, 16.75. (13 boats)

(3 races; 0 throwouts)

Santa Cruz YC Midwinters

1) (tie) Animal House, Olson 30, Tom Akrop/Matt Lezin and Adios, Moore 24, Dave Hodges, 6.5 points; 3) Kabala, Olson 30, Jay Bennett, 19; 4) Tsiris, Olson 29, Dan Nitkate, 22; 5) Mystery Eagle, SC 27, Roger Sturgeon/Rob Schuyler, 24; 6) Summertime, Moore 24, Dennis Bassano, Jr., 26.75; 7) (tie) Snafu U, Moore 24, Mark Berryman and Duet, SC 27, Bob DeWitt, 27; 9) Wizard, Soling, Dick Lewis, 29; 10) Mach Two, Soling, Gil Smith, 30. (30 boats)

(5 races; 1 throwout)

Sausalito CC Midwinters

PHRF I (0-175) — 1) Sangvind, Farr 48, Jensen Family, 7.25 points; 2) Ruckus, Newport 30 Mk III, Paul Von Wiedenfeld, 11. (4 boats)

PHRF II (176-up) — 1) Wherewolf, Cal 29, John Hauser, 12.5 points; 2) Thalassa, Ranger 23, D. Sack, 18; 3) Impossible, Ranger 23, Gary Kneeland, 24.75. (12 boats)

PHRF III (non-spinnaker) — 1) Little Voyager,

THE RACING

to attend A/NSRW (Bravura and Max Gordon's Baltic 42 *Bydand*), and there's always room for more. If you're interested, contact Gollison at (213) 438-1166.

Saint Francis YC's annual **Elvstrom Regatta** drew 40 Lasers — the best turnout in five years — to the Cityfront starting line on March 24-25. The six race, no throwout series was held in nuclear winds, resulting in four broken rigs and untold other carnage. Coming out on top was NCYSA kingpin Patrick Andreasen, who put together a masterful 2,1,1,3,5,2 series in the survival conditions. Rounding out the top ten were 2) Jeff Wallace, 3) Kim Zetterberg, 4) Trevor Gleadhill, 5) Mark Lytle, 6) Dave Shelton, 7) Mark Butler, 8) Jack Bateman, 9) Gary Gremaux; 10) Bruce Martinson.

Spring thing: Oakland YC's second annual **Rites of Spring Doublehanded Race** attracted 44 people in 22 boats for a beautiful day of racing on March 24. Top finishers in the spinnaker division: 1) *Wherewolf* (Cal 29, David Gruier), 2) *Four Little Ducks* (Cat. 27, Tom Walsh) and 3) *Cookie Jar* (Moore 24, Irving Rubin). In the non-spinnaker division: 1) *Lelo* (Santana 27, Emil Carels), 2) *Irish Lady* (Cat. 30, Dennis Mahoney) and 3) *About Time* (Ranger 33, William Martin).

Let them eat soup: Richmond YC's Rod

Sievers steered his Express 37 *Flamingo* to a rock-steady 2,1,1,1 record in the highly competitive PHRF 1 class of the recently completed Golden Gate Midwinter Series. In the process, Sievers also earned the overall performance trophy for the 142-boat regatta, the so-called **Manny V. Fagundes Seaweed Soup Perpetual Trophy**. "Our main goal on *Flamingo* is to have fun every time we go out," claimed Sievers. "But, of course, it's nice to win one once in awhile!" The core of *Flamingo*'s winning 12-person coed crew consisted of wife (and head pitwoman) Deborah Sievers, tactician Mike Bruzzone, Ross Chapin, Jim and Mike Diepenbrock, Hugh Loveless, Dawn Owen, Brent Vaughn and Brian Wallace. Congratulations to all!

New blood on the racing scene: Our compliments also to SYC's Craig Sharow, who took a third in the recent Big Daddy Regatta with his new-to-him 1981 Davidson 44 *InfraRed* (ex-Sister Divine, ex-Pegasus). Rick Lowrey and his *Tres Equis* buddies were on board to insure that Sharow's debut was a success. "We were all pretty pleased," admits Craig. "And just wait 'til we know what we're doing!"

If it works, don't fix it: according to race co-chairpersons Tom and Lynn Sparks, the Metropolitan YC's annual **Oakland to Catalina Race** will unabashedly follow the



same format as last year. There will once again be four seminars at MYCO (4/26, 5/10, 5/31, 6/21) and a *bon voyage* party on July 6 before the race. On Saturday, July 7, the non-spinnaker boats will head south, followed the next day by the balance of the fleet (including the ULDB 70 raters using the race as one of their five championship events this season). The post-race festivities in Avalon will feature the now-traditional golf, mini-golf and pool tournaments, a trophy dinner and co-host Navy YC Long Beach's Homeward Bound Race back to the mainland. For more information and/or race applications, contact the Sparks at 351-6888 or, in Southern California, Ed Collender at (818) 799-7652.

Mumm's the word: by virtue of their come-from-behind victory in the Nortel Southern Cross Series last December, the United Kingdom is leading the field in the **1989-1991 Champagne Mumm World Cup** competition. The UK's team of *Juno IV*, *Heaven Can Wait* and *Canon Express* beat Australia, Hong Kong and Russia in that order. The other three regattas in the prestigious World Cup are this summer's Kenwood and Sardinia Cups, and next summer's Admiral's Cup.

The latest word on the August 3-16 **Kenwood Cup** in Hawaii is that approximately 63 entries are expected — 43 in IOR and 20 in IMS. Japan will field the most boats this time (15); Hawaiian boats will account for about 12 more (mostly in IMS); and Australia will send eight or nine. Only two California boats that we know of will

FINAL MIDWINTERS — CONT'D

O'Day 22, Lee Garami, 14.5 points; 2) Amanda, Newport 30 Mk II, S. Ballinger, 17.75; 3) Galante, Nordic Folkboat, Otto Schreier, 20.5 (16 boats)

COLUMBIA CHALLENGER — 1) *Libertine*, Wayne Nygren, 17.75 points; 2) *Suzy Q*, James Van Blarigan, 18.5; 3) *Rurik*, Norman Baker, 21. (6 boats)

GOLDEN GATE — 1) *Sanderling*, Bob Counts, 5 points; 2) *Fledgling*, Mike Bonner, 18; 3) *Kuupio*, Cris Kraft, 19. (5 boats)

BEAR — 1) *Circus*, Bob Jones, 10.5; 2) *Watah Bear*, Tom McCarthy, 19; 3) *Sugarfoot*, Paul Zupan, 19.75. (9 boats)

Sausalito YC Midwinters

DIV. A (Spinnaker) — 1) *Illusion*, Etchells 22, Jack Adam, 4.25 points; 2) *Camille*, Stewart 42, Bill Permar, 6.75; 3) *Takeoff*, Laser 28, John Jones, 10.75. (6 boats)

DIV. A (Non-Spinnaker) — 1) *Desperado*, Irwin 39, John Broderick, 5.5 points; 2) *Windwalker*, Islander 36, Dave Burton, 6.25; 3) *Contessa II*, Centurion, Gordon Cox, 10. (5 boats)

DIV. B (Spinnaker) — 1) *Toots*, Thunderbird, Curtis King, 3 points; 2) *Summertime Dream*, Schumacher 26, Rob Moore, 9.75; 3) *Delos*, J/24, Ted Gallup, 11. (4 boats)

DIV. B (Non-Spinnaker) — 1) *Inshallah*, Santana 22, Shirley Bates, 5.5 points; 2) *Footloose*, Vanguard 33, Scott Foote, 12.5; 3) *Via Col Vento*, Santana 22, William Freilich, 19. (5 boats)

(6 races; 2 throwouts)

Vallejo YC Midwinters

DIV. A — 1) *X Ta C*, Olson 29, Bill Switzer, 6.25 points; 2) *Freestyle*, C&G 33, Bradshaw Jones, 8; 3) *Rubalyat*, Newport 30, John Arisman, 9.75. (7 boats)

DIV. B — 1) *Sleeper*, O'Day 27, Gary Cicerello, 5.5 points; 2) *Shred*, Santana 23, John Tyer, 7.5; 3) *Windflower*, Santana 30, Don McCown, 10. (5 boats)

DIV. C — 1) *E.T.C.*, Santana 20, Tom Ochs, 5.25 points; 2) *Risky Business*, Santana 22, Tom Rolf, 7.75. (4 boats)

(5 races; 1 throwout)



LATITUDE/RICHARD

Jolly good show! 'InfraRed', Craig Sharrows' big red Davidson 44, struck silver in her first race, the Big Daddy Regatta.

make the pilgrimage to Alohaland — Irv Loube's Farr 40 *Bravura* and the R/P 43 *Quintessence* under charter to the UK. Inquiries about the 1990 Kenwood Cup should be directed to Ken Morrison, executive director of the Royal Hawaiian Ocean Racing Club, (808) 946-9061.

The 1990 **PICYA Championship Regattas** will be held as follows: the Big Lipton (IMS boats over 33 feet), Larry Knight (PHRF 96-150) and Little Lipton (J/24s) will each be three race contests held on July 28-29 at StFYC. The Chispa (Lasers) and Youth Regatta (two age divisions for El Toros) will occur at Richmond YC on July 14. Hopefully, the new format (IMS instead of Islander 36s in the Big Lip; expanding the PHRF band for the Larry Knight; and switching from Santana 22s to J/24s in the Little Lip) will breathe some new life into these once fiercely contested interclub championships.

Homeward bound: St. Francis IX, which John Kostecki sailed to the world championship in Sweden last August, is finally returning to the Bay. She'll defend the **San Francisco Perpetual Cup** in June against challenger California YC, who'll send up Bengt Helston's six-pounder *The Bear*. It's a one race, winner-take-all format (last year StFYC's *Wall Street Duck* nipped SFYC's *National Biscuit*).

Changes in latitude: According to Kimo

Worthington, John MacLaurin's red Davidson One Tonner *Pendragon*, which specialized in winning the Big Boat Series in the late 80s, has been sold to Vancouver. Worthington and MacLaurin's latest project, a florescent yellow Laurie Davidson-designed Ultimate 30, will debut at the next Ultimate Yacht Race (Oahu, April 5-April 8). Among Kimo's crew are Jim Barton, Zan Drejes, Tom Ducharme and Hart Jordan..

Speaking of the **Ultimate Yacht Race**, on-the-water manager Jim Taylor expects four U-30s and somewhere around a dozen One Design 14s to toe the Hawaii starting line. In addition to Worthington's boat, the other 30s slated to attend are Russell Long's custom Moore 30 *Duraflame*, Mike Hobson's veteran red Humphreys *Flyer*, and Bill Ziegler's all-new Humphreys-designed *Chattanooga Chew Chew*. A pair of new Iain Murray-designed, Australian built flyers — one for Russ Silvestri (who will sail with Scott Inveen, Craig Healy and Mike Herlihy, among others) and one for Wayne Womack — are done, but couldn't get shipped to Hawaii in time.

Womack, who owns the Farr 40 *Bodacious*, toyed with the idea of buying a sled before emptying his pockets for an Ultimate 30 instead. Called **Team ZITI** (after his Los Gatos-based high tech company), the new boat supposedly has hot Aussies Peter Gilmour and Iain Murray lined up to steer and call tactics, respectively. Bay Area sailor Doug Miller is the boat manager.

Two other new Bay Area 30s have elected not to attend the \$120,000 U-30

Hawaii opener: Leon Daniel/Bruce Powells' **Point Richmond Racing** and Colin Case's **Albatross Racing**. Neither of the Schumacher-designed boats are sailing yet — and each still needs a title sponsor — so it only made sense to pass up the potential demolition derby in Hawaii. The next regatta on the UYR circuit will be the one to watch — it'll happen right here in our backyard (Crissy Field) on June 6-10, and it promises to be exhilarating.

The 9-race, 2-throwout **North Bay Series** begins April 21, with other race days occurring on 5/19, 6/16, 7/21, 8/18, 9/15. Three different yacht clubs (Vallejo, Martinez, Benicia) will host the low-key series. Call Mike Irvine at (707) 552-4108 for details.

Plop, plop, fizz, fizzle: if attendance is any measure, the **1990 Audi Southern Ocean Racing Conference** was a sad affair. Only 8 boats did the 371-mile St. Pete-Ft. Lauderdale Race, which is the generally accepted "barometer" of this formerly great regatta's health (Quick, somebody call a doctor!). Other boats joined in for parts of the 7-race, 13-day series, with 27 being the highest turnout for any one race. Winning PHRF honors, as well as the AUDI Quattro Performance Trophy, was Bill Dale's N/M 45 *Elad* out of Coral Reef YC. Topping a 3-boat IOR contingent was Bob Towse's J/V 43 *Blue Yankee* from Connecticut; *Brigadoon VI*, a Frers 45 sailing for the NYYC, won over 5 other IMS entries. Not surprisingly, the three overall class winners were also winners in the sparsely attended, heavily weighted race to Fort Lauderdale.

Now for some good news: Jim and Sue Corenman's Schumacher 50 will splash down in two weeks back in Cape Cod. Named **Heart of Gold** (after the spaceship powered by "infinite improbability drives" in *The Hitchhiker's Guide to the Galaxy*), the boat will undergo a few weeks of sea trials before being shipped to Alameda in mid-May. *Goldie* ("Don't call her by her initials," jokes Sue) will rate 18 under PHRF. According to Jim, "The boat is conceptually close to the Alan Andrews designed *Outta Bounds*. She'll be faster upwind than a SC 50, a bit slower off the breeze — and a lot more comfortable." *Goldie* will debut in the Stockton-South Tower Race before embarking on the Pacific Cup (with Schumacher, sailmakers Kame and Sally Richards, Scott Owens and other veteran *Wild Goosers*). Definitely a boat to watch!

CHANGES IN

With reports this month about beach parties in **Tenacatita Bay**; cruising both sides of **Central America**; one family's happy cruise through **Mexico**; a rough passage out of **Toau**; the coming **berth boom** in **Hawaii**; and tales from first time cruisers en route from **San Francisco** to the **Marquesas**.

Abrazo — Acapulco 40 Wally Farrell & Sandee DePeel Tenacatita Bay, Mexico (California)

The *palapas*, lean-tos and assorted campers along the beach at Playa Mora are infested with Canadians. Their language is similar to ours except that you must add 'eh?' to the end of each sentence.

The folks from the North are also major league revelers. It seemed that every day we went ashore another blow-out was being plotted. First there was the moonlight dance in the turtle tanks at Punta Hermanos. The turtle tanks are about 40 feet in diameter and are at ground level with three-foot high walls. The floors are of flat, reasonably smooth cement — perfect for dancing.

The turtle tanks were built to foster a sea turtle breeding program. Supposedly the filtering system didn't function properly so the turtles died and the Mexicans left. Anyway, a dance is held at the turtle tanks during every full moon. This month about 70 people danced as ghetto blasters pounded out favorites by such groups as Commander Cody and the Lost Planet Airman.

A second blow-out was the 11th

holes. The rules were easy:

1. Make a club from indigenous local materials.
2. Use a coconut for a ball.
3. Wear either traditional golf attire or ladies underwear. (This rule applies to both sexes.)

In addition, everyone is encouraged to drink large portions of a vicious drink called 'Golfer's Punch'. You can make some at home by mixing a dozen quarts of Squirt with a dozen quarts of rum and lots of ice. Stand back.

Yet another blow-out took place on 'Gringo Day' in the tiny *pueblo* of Rebelcito, about two miles inland. The *gringos* — at 20,000 pesos each — bought all the beer while the townfolk provided all the food for a day-long party. The feature event was a rodeo in which the *gringos* were encouraged to participate as riders, ropers and the like. The rodeo humorously proved that there really are no more cowboys.

The crew of *Linda B*, *Claire de Lune*, *Windfall*, *Kaselehlia* and *Abrazo* joyfully joined all the lunacy.

— wally 2/27/90

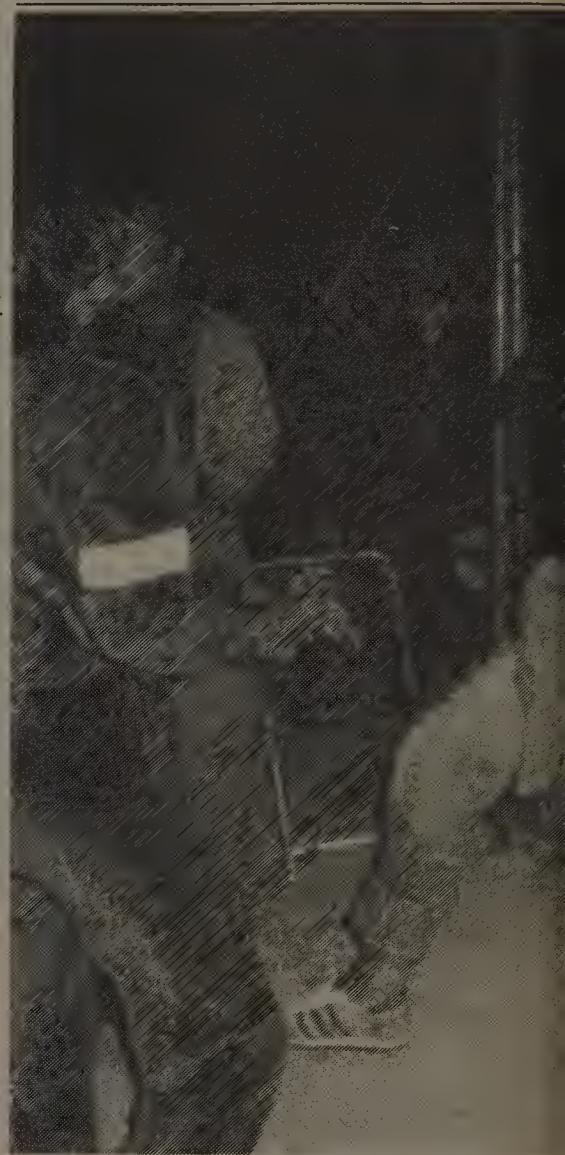
Wally — And people say cruisers don't do anything but screw around all day!

Thanks for your tips on getting the Mexican ham radio license a couple of months back. About 40 folks sent in for that information.

Summer Breeze — Morgan 41 Harold Barre Both Sides of Central America (Los Gatos, Peninsula Marina)

We left Redwood City's Peninsula Marina on October 17, 1988 and have very much enjoyed the cruising life ever since. The pages of *Latitude* have done an excellent job explaining the beauty and problems of cruising Mexico. We enjoyed our five months there but found it crowded with cruising boats. In February of last year there were 60 other boats at anchor in Z-town, making it hard to find a good spot. Fortunately, only a few of these boats headed south to Costa Rica.

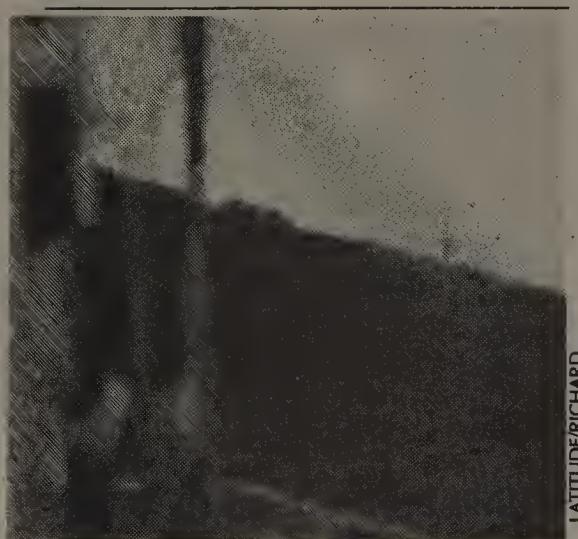
After a relatively easy sail across the



notorious Gulf of Tehuantepec and the Gulf of Papagayo, we found Costa Rica to be a great place to spend the summer. It's a progressive country with plenty of natural beauty and friendly people. The 20 pages of ads for Personal Computers in the San Jose, Costa Rica Yellow Pages prove that the country is modern by Central American standards. The only problem with Costa Rica last year was the visa restrictions. Americans could get a 30-day visa that was difficult to renew. That has since been changed to a 90-day visa, so hopefully it will be easier for Americans to stay here longer.

We spent four months in Costa Rica this past summer and very much enjoyed ourselves. Most of our time was spent at Puntarenas, which is not particularly beautiful but has wonderful people and is a safe place to leave a boat to fly back to the States for a visit.

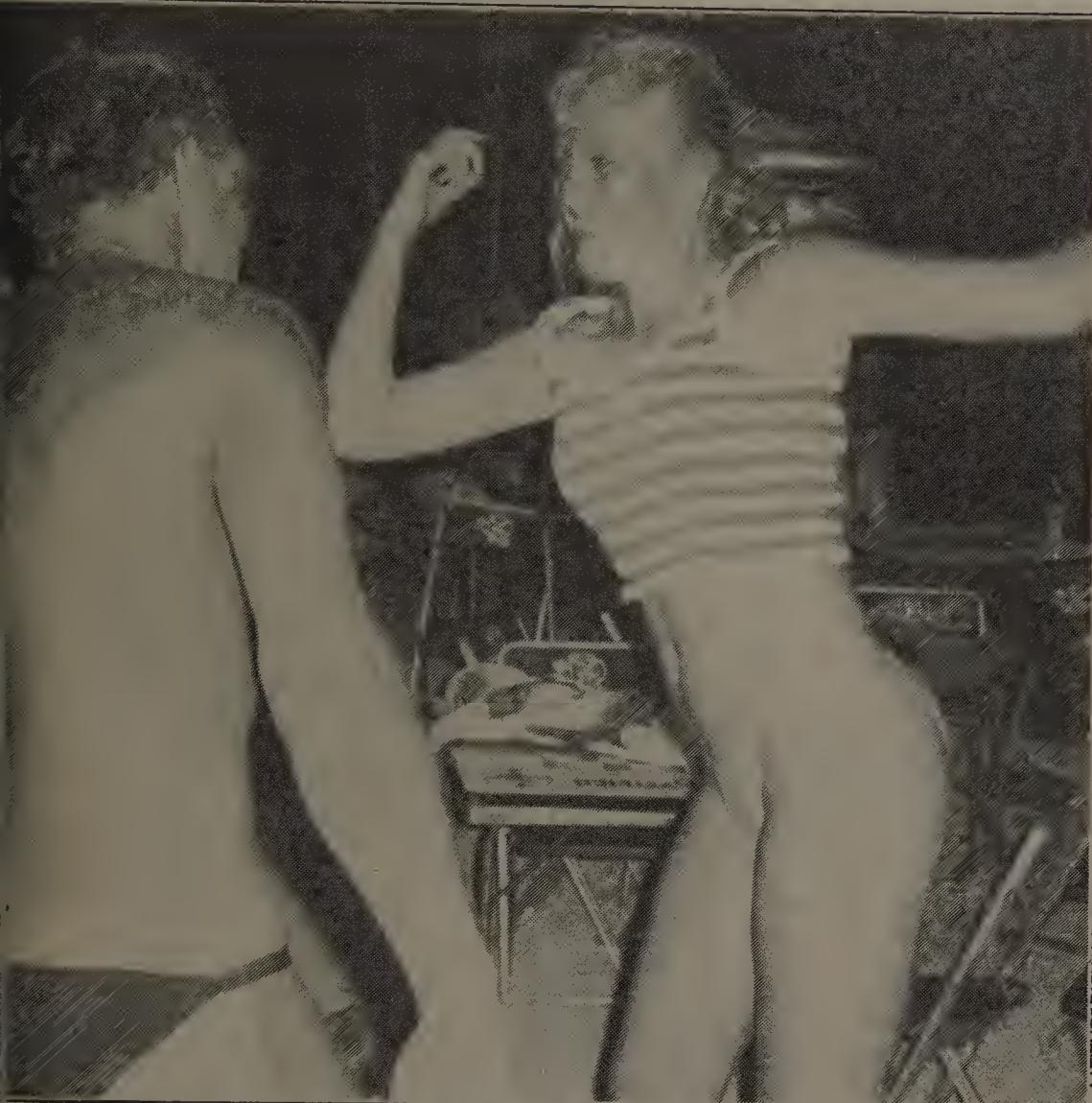
After Puntarenas we found each place we visited to be more enjoyable and beautiful than the last. That impression has carried on throughout Central America to include our current location on the Rio Dulce River on the Caribbean side of Guatemala. The only exception was the



LATITUDE/RICHARD

A full-moon rising over the bow pulpit — look out!

Annual Valentine's Day Coco Loco Open Gold Tournament. It was played on a local beach with buried buckets serving as the



LATITUDE/RICHARD

Parties happen among the cruising crowd during those warm winter nights in Mexico. This bash was at Baja Ha-ha Numero Uno.

Panama Canal Zone where the violence and political turmoil almost overshadowed the magnificent engineering wonder that is the Panama Canal.

Before reaching Panama, the only things we'd heard about the country concerned the political problems in the Canal Zone and the wonderful Kuna Indians of the San Blas Islands. As we got closer however, we heard via the ham and single sideband radios from our friends preceding us of the great beauty and unspoiled isolation of Panama's Pacific islands. We soon discovered it for ourselves on a deserted palm-lined island called Isla Gámez, where we were the only cruising boat within 100 miles. The children from the villages would come out and stare as though they'd never seen a sailboat before. Our visit had to be the biggest event in weeks. It's amazing that such a large, unspoiled cruising ground like this still exists in the Western hemisphere. The Pacific islands of Panama are the best kept secret of Central America.

Panama's political problems quickly

became evident as we were being admeasured for the Canal while at the Balboa YC on October 3, 1989. The admeasurer said things were heating up; a short time later we heard small arms and mortar fire and saw billowing black smoke coming from Panama City. Then the announcement came over the radio that a coup attempt was underway to get rid of Noriega. Soon there were two American gunboats near the yacht club and Panama Defense Forces lining up behind sandbags at Fort Amador. We weren't in a good position — except for taking videos. By that afternoon a friend on a nearby boat reported seeing rounds of gunfire landing in the water near his boat. Shortly thereafter one of the gunboats suggested that we leave. It only took about two minutes for us four boats to head out to sea.

We survived that failed coup attempt to be genuinely awed by the Canal. We spent two weeks at the Pedro Miguel Boat Club, which is only about 150 feet from the second set of locks. Watching the ships of the world pass by was an impressive sight. But we were never comfortable in the Canal Zone as we met too many people who had been mugged or robbed in the

cities. Thus we were thankful to sail into the Caribbean Sea with only exciting memories and being no worse for the wear.

It almost seemed as though we made a wrong turn at the Canal, for Panama's San Blas Islands are right out of the South Pacific. Some of the islands — or cays — are no more than 30 feet in diameter with palm trees and white sand beaches everywhere. The Kuna Indians come out of their grass huts to visit and sell their beautiful *molas* as soon as you drop the hook. The women, in their beautiful dresses of red, orange and green, display their hand-stitched *molas* which are so fine you can barely detect the thread. Climbing up on your boat as they do, your first reaction is to yell for them to get off. But soon you realize they are an extremely honest and friendly people who just want to visit their new friends.



COURTESY R. HUNTER

"Briefly closed during the coup attempt and the actual ouster of Noriega, the Canal has been operating smoothly."

After a year of sailing down the Pacific coast of Central America, the Caribbean came as a shock. First of all, there was wind. We had motored most of the way to Panama in flat seas, so it was great to finally have wind that allowed us to sail at six and seven knots. We even

CHANGES IN

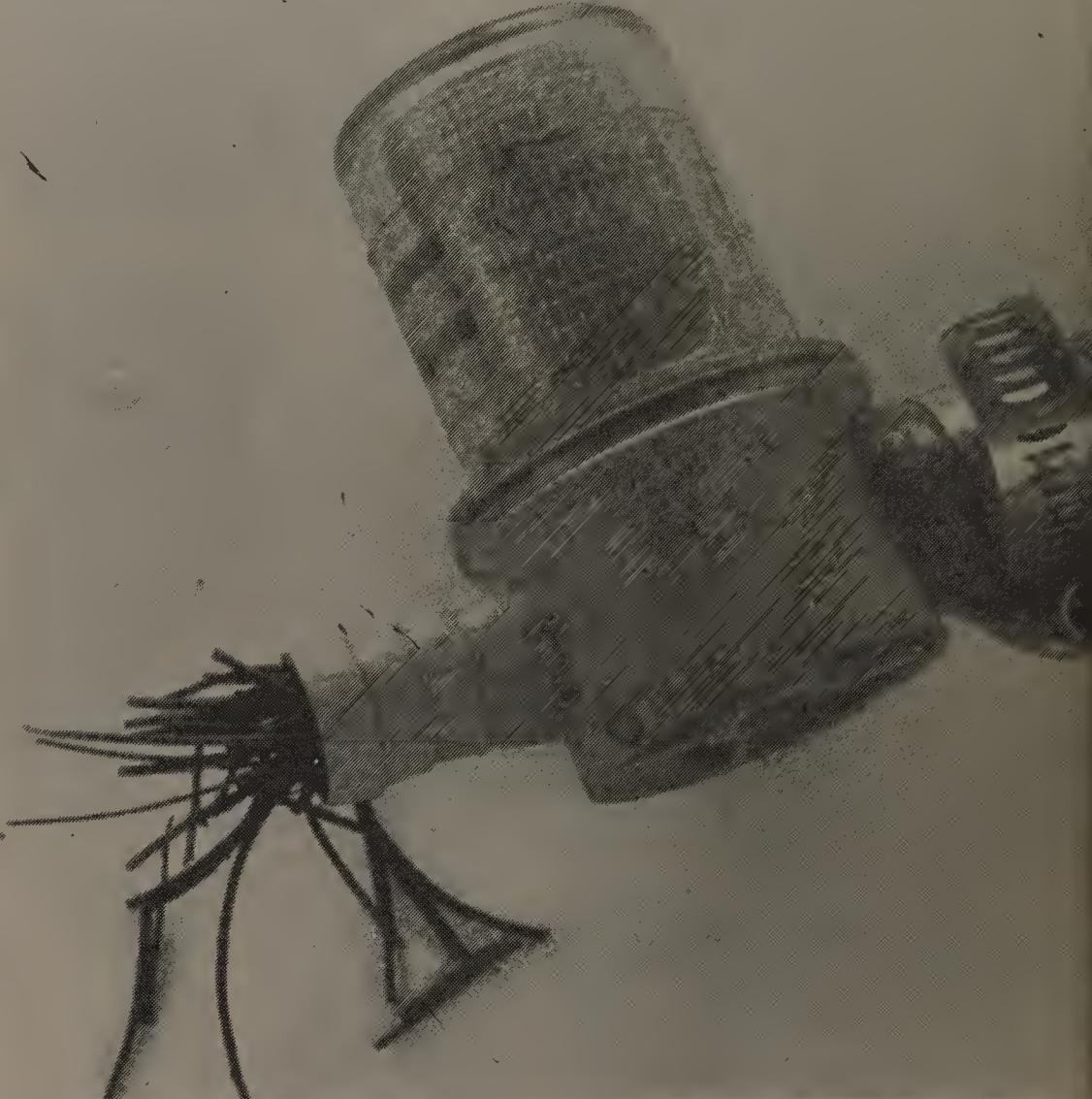
had days where we made 160 miles! The bad part was that the seas were uncomfortable. When the trades blew at 20 to 30 knots for days at a time the seas would build to 10 feet and more. That's not too bad if they are long, gentle seas such as I experienced sailing to Hawaii a few years ago. But the problem with the seas in the Caribbean is that they have square fronts, no backs and come at different angles. It was not comfortable sailing. One of the reasons is that much of the Caribbean Sea is shallow. One day we were sailing in less than 100 feet of water — yet the nearest land was still 100 miles away.

The Caribbean also has many reefs and fast-flowing currents which make navigation much more of a challenge. Bad weather is usually forecast well in advance, but if you don't react shit can happen. At least three of our friends had to turn back because of damage to their boats in a seaway — and not a storm. So if you're coming to the Caribbean, prepare your boat well.

It was a single Norther with 50 knot winds that gave three of our friends such trouble. One hadn't stowed their gear and supplies well and ended up with a cabin sole covered with eggs, diesel, crackers, flour and just about everything else. Another lost their davits — plus the dinghies and outboards that had been hanging on them. Unfortunately the third boat, the Freeport 41 *Neptunia* with Lady Gail and Captain Kenneth, ran on Hobbies Cay in Honduras. The two lived to tell the story but their boat was a total loss.

Guanaja, our first stop in Honduras' Bay of Islands, is a fascinating place. The majority of people live on Hog Cay, which is about 200 yards square and has a maximum altitude of about 18 inches over sea level. There are banks, cafes, great hardware stores — but no sidewalks. The people speak Spanish, English and a dialect known only to them. All the houses are built on stilts and away from the main part of the island so that the vicious 'no-seems' won't feast on them. The diving is outstanding with many colorful fish on the reefs. Our favorite was two feet long and royal blue. Navigating around the islands is treacherous; depths go abruptly from 100 feet to reefs just three feet beneath the surface. Julius Wilinsky's guide to the area is a must.

Crossing the sandbar at Livingston,



Guatemala so you can explore the beauty of the Rio Dulce is a serious concern for vessels drawing more than six feet. Fortunately our *Summer Breeze* draws just a little over four feet, so we had depth to spare. Winding through the gorge of the Rio Dulce is a magnificent journey as the cliffs towering as much as 300 feet above are alive with screaming monkeys and beautiful white birds perched in the lush green jungle. It only takes a couple of miles of the Rio Dulce to make you quickly forget the strong trades and swells of the Caribbean Sea. The first night you anchor on the mirror-smooth reflecting waters of Lake El Golfete and take a fresh water swim make you realize that paradise might encompass more than palm-lined islands with white sand beaches.

— *harold 3/5/90*

Readers — Using a variety of sources, Harold has compiled a lengthy guide to sailing between San Diego and Florida. We hope to publish a condensed version of that material in future issues.

As for the raves about the Pacific islands of Panama, believe 'em.

It's hard to appreciate how hard water pumps suck — until you try and pull debris such as this loose.

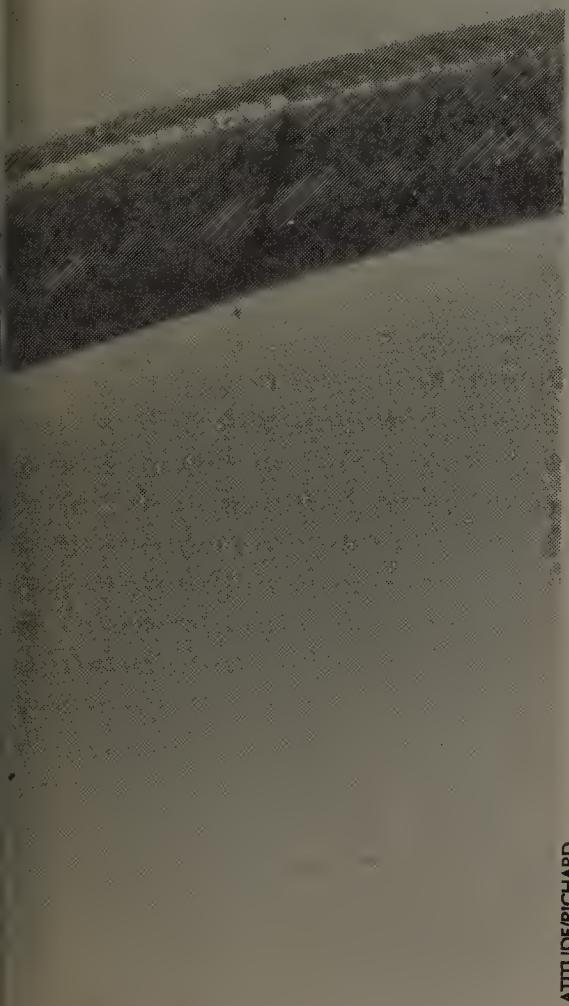
The Clogged Water Filter Blues

As hard as it might be to accept, it's the little things that can really screw up your boat's systems. Little pine needles, little bits of seaweed, little plastic bags.

All they have to do is collect in your water intake filters and they can ruin whatever the water was supposed to cool. This could be your main engine, your diesel generator, your refrigeration system, your watermaker — just about anything.

It's kind of insidious the way it works. There is no audible clunking, no hair-raising screech, no awful smell — nor any other immediate sign. And if you check the exhaust, there will still be some water coming out.

If you're real careful, you might notice your main or generator engine temperature creeping up over 200° and toward the red zone. You'll wonder if a blade might not have broken off the impeller. Your refrigeration system will take longer to cool and not get as cold as it once did. You might suspect a freon problem. Your



LATITUDE/RICHARD

watermaker will start showing bubbles in the low pressure cylinder. You might be inclined to believe somebody carbonated the ocean.

If you're one of those folks who thinks that checking the water intake filters is not important, try this little experiment: Have a friend get a good grip around your neck with his two hands — and then squeeze hard! You can't breathe can you? Well, when you water intake filters get clogged, that's about how their motors feel. Believe us, they don't like being choked any more than you do.

When you clean out the in-line filters, be sure you also check the section of hose just prior to the filter. We had a watermaker problem we figured was caused by a jammed water intake line. We checked the filter and it was packed — as you can see from the accompanying photograph. We cleaned the filter out and were willing to bet it would immediately work like a charm. It didn't, and we couldn't figure out why. After scratching our heads for the better part of an afternoon, we got around to checking the hose just before the filter. It was impacted

with the same crap that had filled up the filter. How any water had gotten through was beyond us. Once we cleaned that out the W.M. started making water like crazy and hasn't quit since.

It's hard to say how often you need to check your in-line water filters. If you sail in clean water, they can go for months without needing cleaning. But if you motor through a bay of plastic bags or across kelp beds or where there's lots of debris in the water, you might have to check it once a week or even once a day — and more frequently if your boat's engines or motors start making overheating noises.

Checking your boat's water intake filters is a pain, but it's an old 'stitch in time saves nine' situation.

— *latitude 3/22/90*

Bequia Chief — Freedom 45
Tom & Jan Tannehill
Melaque, Mainland Mexico
(Perris, CA)

We always enjoyed *Latitude* when our boat was berthed in Emeryville, so when we left for Mexico and Panama we brought along a couple of stacks to share with fellow cruisers. As of yesterday they had all been distributed, the last few being left with Philameana at Los Pelicanos in Melaque. For those of you who have never been this far southeast, Phil does for Melaque what Gil and Karen of Papi's do for cruisers in Cabo San Lucas.

Our family includes two children; Tavis (13) and Jala (10). Also a dog, Sundae, and a parrot, Chiquita. Originally from Michigan, we learned how to sail with Catalina 22s on San Francisco Bay in 1987. This was after deciding to change our lifestyle and escape the rat race. Living in Sacramento, it took two years of driving to the Bay Area almost every weekend to check the advertised boats before we lucked upon *Bequia Chief*, a 45-foot Freedom ketch that was forlornly side-tied to Golden Gate Yacht Sales in Oakland. Beginning work in late 1988 with the help of our friends at the Oakland West Marine store (Hi guys! Thanks for everything), we were able to bring *Bequia Chief* up to cruising condition.

In order to depart unencumbered, we sold both houses, cars and all possessions we couldn't fit on the boat, cancelled the credit cards (maintaining only our AT&T calling card and Visa). October 4 we sailed under a fog-shrouded Golden Gate Bridge

and hung a left.

As you might guess, it's different cruising with a family. The budget is tighter and the space more limited. But we're also discovering traits about each other we knew existed but never had the time to investigate. Since there's more of us, we have to provision more often and run out of water, propane and money more frequently than others — but none of this has proved to be a problem so far. The good side is that there are more arms for carrying provisions, more hands to wring out laundry, scrub the bottom, do dishes, fix meals and sweep. There are also more varied personalities for making friends and coming up with ideas to enliven long passages.

So far our favorite anchorages have been the north end of Cedros, where we swam with the sea lion pups and speared our own dinner; Pta. Belcher at Mag Bay where the children befriended fishermen and were taught how to spear lobster and which clams taste best; Hammond Lagoon near Man-o-War Cove in Mag Bay, where we hiked across the sand dunes to Bahia Santa Maria to bodysurf and collect sand dollars; Puerto Alcatraz, also Mag Bay,



LATITUDE/RICHARD

Cruising goes better with kids — although more effort is required.

where we filled our tanks with desalinated water and had the local boys over for burritos and swimming off the boat;

CHANGES IN

Yelapa, near Puerto Vallarta, where we rode horses up a riverbed to the waterfall, parasailed and danced at the local 'yacht

without charge; Bahia Tenacatita's outer anchorage where the snorkeling was 'aquarium-like' and the coconut and banana plantations were plentiful; and now Melaque. Although we generally try to stay away from the cities because they cost us more than our budget allows, we've found Melaque to be an enjoyable cruiser community similar to Cabo San Lucas.

We've learned to eat inexpensive fresh foods thereby saving our stores for when we're away from *pueblos*. Stateside provisions cannot be replenished here in Mexico unless you have good friends willing to bring down extra boxes of food when they come to vacation (thank you Kevin and Patricia of *Ragamuffin*). Inflation is high in Mexico and other than the free anchorages, it's no cheaper than cruising the States. However the people we have met have been friendly and extremely helpful.

The cruising community has become our family away from our real family. The children reluctantly keep up with their schoolwork, but spend most of their time socializing, helping others and adventuring. We've all been through the stages of loss/grief with regard to stateside things but now find the cruising a very comfortable, if ever-changing, lifestyle. We're busy everyday and sometimes I wonder where the time has gone. But it's a different, peaceful, non-stress 'busy' — something I venture that few landlubbers experience.

Our dog has acclimated to life aboard with only occasional trips to the beach. The parrot is learning how to shoulder perch and not to make flights into the sea. Our books don't get read as often as we thought they would, crafts lay in cupboards untouched and letters don't get written; we're just too busy snorkeling, creating fruit smoothies, playing dominoes, socializing with fellow cruisers, swimming, gazing at the stars or watching boats, the sea, and nature around us.

We thought some of your readers might be interested in the following list of things we're glad we put aboard: the invertor (for the computer, TV/VCR, microwave and blender), extra water pump parts, hoses, clamps, electronic accessories (transistors, computer chips, diodes, etc. for helping repair other cruiser's electronics as well as our own), the Icom 735 ham radio (for communication home); the countless cans of chicken, turkey and beef for those



LATITUDE/RICHARD

You haven't visited Yelapa unless you've made the muddy trek through backyards to the waterfall.

club' on New Year's Eve. Bahia de Careyos, where the local hotel allowed us use of their pool, shower and facilities

fishless nights; Top Shelf microwave dinners for quick, hot weather dinners; American candy (which is very expensive in Mexico and trades well for the lobster we love); computer games, books, crafts, board games and videos for those days when you'd had too much sun and just need to sit; an extra 60-lb anchor (we lost our main anchor the second time we dropped the hook in Mexico); the Seagull water purification system (we're all healthy, tan and drink lots of water); my sewing machine for repairs for sails and making sun awnings, canvas covers and mending clothes; fishing lures and line to catch dinner; the calculator for converting dollars to pesos; the Spanish/English dictionary for shopping and making friends; the fish identification book and Jack William's *Baja Guide*; a full tool locker and stashes of various spare parts (cruisers share with each other so we can usually repair most breakdowns); photo albums of home, friends and family (for showing off and enjoying when we feel a twinge of homesickness); and the determination to make this work for us.

The following are things we wish we had brought more of: money, more swimsuits but less clothes (I never thought



LATITUDE/RICHARD

Fresh food is not only cheaper than preserved food, it's much better for you.

I'd say that, but we have found we live in swimsuits or as little clothes as possible, both for comfort and to save on laundry — everyone's most hated chore); a shell book, more candy, extra anchors, a water-maker, radar (only a shortage of cruising funds has stalled the purchase of these last two items), accessories for making jewelry with all the beautiful shells we have collected; and manuals for more outboards and equipment than just ours own in order to help other cruisers with repairs. But in general we've learned to make do — and it's been a great feeling.

We want to thank you at *Latitude* for all the great articles we used in our planning. Maybe now that I've begun writing about experiences, we can help other families with the dream to actually escape the 'rat race'.

— jan, tom, jala & tavis 2/12/90

Tom & Jan — A lot of sailors we know have sung the praises of family cruising. Having finally managed to spend nearly a month cruising in the tropics with our kids, we now know exactly what they

mean. There's being close to your kids and then there's being 'cruising close' to your kids.

Toau, What A Pass!
Felice Serenas — N/A
Deborah K. Howe
(Las Vegas)

Okay, so we didn't wait for slack

COURTESY STEVE BOJORQUEZ



'Aria's' departure from Toau was a thriller.

water to go through the pass. We have a 180 hp turbocharged Caterpillar. We knew we could power against the current.

Okay, so we made this decision even after watching the cauldron-like water boil about *Aria* and work her over. The Scotland-based sailboat was tossed from stem to stern, like a piece of driftwood caught in the surf. But her captain had chosen the worst possible time to negotiate the pass. And the weather had been bad, with large swells colliding head-on with the water that was rushing out of the lagoon like a freight train.

When we made our exit all was tranquil. It was Toau we were leaving, a sparsely inhabited palm-laden atoll in the Tuamotus where we had spent five glorious days. But fall was turning to winter, and the air and water temperatures were dropping. The approaching hurricane season was keeping us to a schedule — as was the chubasco season in the Sea of Cortez. The latter because Roy and Kathy, our crewmembers, had left their 40-foot ketch, *La Caravelle*, moored in San Carlos while they spent four months cruising French Polynesia with us. They wanted to get back to their boat as much as we wanted to avoid hurricanes.

Deep down none of us really wanted to leave. Saying goodbye to Toau and the Tuamotus was a sad affair. We loved sailing among the fragile coral atolls that seem barely able to keep their heads above sea level. Their lagoons are filled with incredible aquamarine colored water and coral reefs rich in life. And the beautiful isolated beaches seemed to stretch on forever.

We'd arrived at Toau on July 1 and

spent our first two days anchored in 20 feet of water near the pass waiting for friends Bonnie, Steve and LeAnne aboard *Windrose* to show. It was while waiting for them that we got our front row view of *Aria*'s spectacular exit.

CHANGES IN

Once *Windrose* arrived we snaked our way through numerous boat-eating coral patches on our way to Maragi village where we would hold a grand Fourth of July celebration. With our hook finally down and *Windrose* rafted up, we glanced over toward the village; it looked and sounded deserted. Roy, our restless New Yorker, went in to check it out anyway while the rest of us settled in. Roy was soon back and in an agitated manner reported he'd been chased by wild boar. It had happened while he was wandering among the *pandanus* huts, which were indeed uninhabited. A huge boar charged out of one and gave hot pursuit as Roy ran for the dinghy.

At least that's how Roy tells it. When the rest of us went ashore for our own look around, a 300-lb pig lumbered out of a hut, snorted and sniffed at our feet — then rolled over on his back to have his belly rubbed.

"Is this harmless pig what you call a wild boar?" we teased Roy. "How could you have been afraid of Arnold?" We'd named him after Arnold Ziffel of *Green Acres*, another pig that had lived in a house. We continued to tease Roy throughout the afternoon — until Arnold unexpectedly turned and charged, finally clamping his jaws around Bonnie's calf.

The fact is that Arnold is neurotic. He will be your best friend one minute,

Arnold's malady is rooted in the hundreds of palm trees that cover the island. He loves coconuts, but being a pig he has a difficult time climbing the trees with a machete. He's therefore left to the mercy of mother nature, who occasionally sees fit to drop a coconut with enough force to crack it open. It's either that or wait for occasional visitors such as ourselves. I figure it's Arnold's inability to have control over his life that makes him so damn mean. He loves coconuts more than anything in the world, and he's surrounded by thousands of them. But he can't get at them. My version of living hell.

The Fourth of July gave us an excuse to forget our daily chores and devote the entire day and night to fun and games. Two boats, seven people, 230 miles from Tahiti, 3,600 miles from mainland United States, 3,100 miles from Mexico — how appropriate that it be Independence Day. We had a picnic on shore, drank weak Panamanian beer that Steve miraculously fished from a secret locker on his boat, played volleyball, raced hermit crabs and had a scavenger's hunt on the island.

For the hunt we divided into two teams, *Felice Serenas* and *Windrose*. Our list of things to find included a triton, something yellow, a boar bristle, a float and a whiskey bottle. A whiskey bottle? You'd be surprised how many of these float up onto the shores of remote coral atolls. In one piece, too. Maybe I'll build my next boat out of whiskey bottles. To make it more of a challenge, only a bottle with the word whiskey in the glass would be valid. Thus numerous White Horse bottles had to be rejected.

We combed the island in order to fill our lists. It was fabulous running from one side of the deserted motu to the other. For a day we felt like kings and queens on our own private playground.

Windrose beat *Felice Serenas* by seconds. If David and I, full of confidence, hadn't stopped to inspect the contents of one of the unoccupied shacks, we would have won. But then life is full of ifs. Like if only we had waited to go through the pass we wouldn't have learned the lesson we did . . . which is, always wait for slack water.

That evening Bonnie and I checked the tide tables. Bonnie has this superwhammy tide chart she's made that has lines, numbers and tiny drawings of the moon in all its phases. It's all very



impressive. It told us for each day of the month when the lagoon outflow began, when it was at its maximum, when it slacked off and when it turned around. We knew it all.

We took this information, ran it through our computer and then left when we damn well pleased. That's not exactly true. But we were too impatient to wait for the tide to ebb in the late afternoon, so we chose what we thought was the next best thing: the time after maximum inflow when we expected to find only slightly turbulent water — like the gentle cycle on a washing machine.

Our friends from *Windrose* saw us off. As usual they were staying put a bit longer. After lots of goodbye hugs and kisses, we were off. Cathy at the bow, Roy on the cabin top, David with his head sticking out the cockpit hatch with a video camera, and me at the wheel.

We weren't worried about what lay ahead because it seemed like a perfectly delightful day. The sun was high so there were no secrets as to what lurked just

COURTESY DEBORAH HOWE

The crews of 'Felice Serenas' and 'Windrose' battle it out in Fourth of July crab races.

standing impatiently while you open a coconut for him. The next minute he'll turn on you like a . . . well, like a wild boar.





COURTESY DEBORAH HOWE

Arnold Ziffel is neurotic, but if you take the time to understand his predicament you'll appreciate his neurosis.

beneath the surface. We approached the pass with a clear view of the gently undulating ocean that stretched ahead for as far as we could see. Directly on the other side of the cut in the coral reef some white water bubbled.

"A couple of little bumps ahead . . . nothing bad," were the words of wisdom from my eternally optimistic husband. It certainly didn't look like much — even when we reviewed it later on the video.

As we stuck our nose into the pass the bow began to rise and fall gently over the swells. I called out the depths. The pass is 200 yards wide and David reassured me that I was following the correct path.

When we reached the spot where the two opposing forces met and the white water began, patches of sea shot straight into the air like percolating coffee, obliterating the swells. The boat's motion became erratic, rising sharply and then falling hard over peaks. The force of the

churning water was stronger than it appeared and the white water continued for at least a quarter of a mile ahead!

"Windrose better try this when it's calm," Roy said.

Cathy was the first to see what lay ahead. I heard an "Eeek!" and saw her leap from the deck to the cabin top just before the bow dipped into the next wave and scooped up hundreds of gallons of water. It poured down the decks. Then it happened again.

And then it really happened: The bow rose high into the air and then tumbled into a whirlpool that twisted the boat to port. She rose again and twisted to starboard.

"David! David! David! David!" Five times I called his name in a panic as I wildly turned the hydraulic wheel to straighten out the boat. This is when everyone watching the video re-run laughs.

I traded places with David, so he steered while I shot the video. But the worst had been over. Sixty seconds more and we'd cleared the pass.

Going back over the whole video, I am amazed that none of us could appreciate how rough it had been going out the pass. We weren't complete novices; this was our third atoll and sixth trip through a pass. None of our previous passes had been made at slack water, either. Some were rougher than others, but none as rough as this.

I have a tug boat captain friend who would certainly think us foolish for our inability to read the water and what lay ahead. But then we're not tug boat captains — we're cruisers with one more notch of experience under our belts.

— deborah 1/15/90

Berth Boom In Hawaii

In less than two years the long berth draught in Hawaii should be over. One of the hardest places to find a decent slip since the days of Captain Cook, things will change dramatically when the 400 to 500 berths become available July 4, 1992 at the Ko Olina Resort on Oahu.

According to resort spokesman Joe Pickard, the new marina will be the "centerpiece of the Ko Olina Resort" — which is *really* saying something. The \$3 billion, 1,000 acre Japanese/Hawaiian joint project will consist of no less than seven 5-Star hotels, many ultraluxury condominiums, several 18-hole golf courses, four man-made lagoons and a "festival shopping center". The resort will create over 8,000 jobs.

The Ko Olina is located on the leeward side of Oahu, about a 20-minute drive west of Waikiki. A bone dry expanse of weeds and kiawe trees just three years ago, thanks to the skills and financial muscle of Kumagai Gumi, a giant Japanese builder, the project is moving along well ahead of schedule. The resort will be part of Oahu's so-called 'Second City', which government officials hope will balance the island's population by creating a huge new population/business/tourist center at what's currently an underutilized corner of Oahu.

The Ko Olina site will be attractive to mariners. The marina area and nearby coast, because they are on the leeward side, are sheltered. But just a mile or so out the tradewinds blow unrestricted over flat water. Flat water sailing in the Hawaiian trades — that's a sailor's wet dream. Berth rates have yet to be determined.

Pickard says the resort management

CHANGES IN

will be aggressively trying to attract races and other maritime events. The marina is being designed specifically so that the public can have easy access and viewing of a certain amount of slips. Unless we're badly mistaken, this is going to be the most upscale marina in the United States and certainly a favorite with the Japanese who have gone about as sail crazy as they have been Hawaii crazy. (A case in point: Huey Long's *Ondine VI* was recently sold to a 46-year old Japanese fellow who plans to use her as a practice boat for his 'real' 80-foot racing machine. The owner, incidentally, is building a 13,000-berth marina — that's more berths than there are in San Francisco Bay! — at Osaka).

Long shunned by Hawaiians, we suspect the Japanese and this new resort are going to put sailing back in the forefront of Hawaiian fun. This may be the first you've heard of the Ko Olina, but it certainly won't be the last.

— *latitude 38* 3/33/90

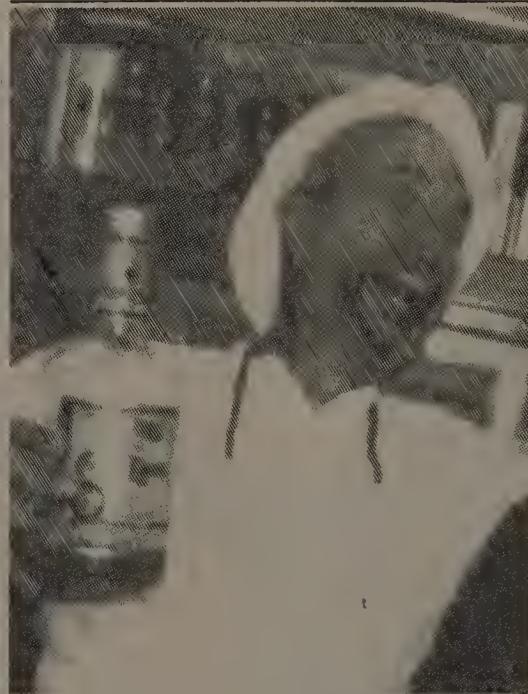
Ge-Ja — Islander 36 Dick & Shirley Sandy La Paz (Palo Alto)

It was only late last May when Dick announced, "Let's go sailing for a year. Maybe Baja and then the Marquesas."

"Fine," I replied, "but we don't have a boat."

"Not to worry," he told me, "we'll just do it step by step."

Thus the saga began. We rented our house, sold our vehicles, and in August purchased an Islander 36. We read the *Everything You Need To Know Going South* article in *Latitude*, went to the



COURTESY GE-JA

On New Year's Eve, Dick Sandy drank up . .

Cruising Crew List Party in Sausalito and sailed out the Gate on October 7th. 'Step by step' went pretty fast for us.

It was at the Crew List Party that we got our crewmember, Tom, who flew to Cabo San Lucas for the often difficult leg up to La Paz. Forty-nine years to the day after the Japanese attacked Pearl Harbor, we got attacked by a Norther. But Tom, who owns an Islander 36 on the Bay, was terrific. Hopefully others that we met at the Crew Party will be joining us for the rest of our cruise.

All of this probably sounds terrific to all you experienced sailors, but you have to understand that I have never sailed those little swells that are to be found on the ocean. I had accompanied Dick while he raced Birds on the Bay, but that was different. All I had ever done was play ballast or serve *cervezas*. And there was always a warm shower waiting for me after

a sail around Angel Island or at the St. Francis YC after the Woodie Regatta.

Jimmy Buffet sings about "looking back over my shoulder remembering visions of good times that brought so much pleasure" — and, I might add, periods of stark terror. It started out like a piece of cake: sailing with a big gennaker, big genoa and big main to Half Moon Bay. But the 'vision' slowly faded as we became surrounded by fog, had engine problems in Monterey, had headwinds at Morro Bay and more strong wind and rains at the Channel Islands. Dick, however, was cool. "Not to worry," he'd say, "just turn up Jimmy."

But it was during the windy days and nights enroute to San Diego that I looked up and noticed the stars for the first time in many, many years. Dick taught me to steer with Betelgeuse on the mast, Rigel on the spreaders and to try to follow the moon's glimmer. I learned to identify Altair, Vega and Deneb — all from the 'Right Triangle' which every island navigator knows. The one that always baffled me was Fomalhaut, which Dick needed to sight for his star fixes; it sounded like he had peanut butter in his mouth when he pronounced it.

Our navigation tools were a depthsounder, compass, RDF and pages and pages of tables from *Reeds Nautical Almanac*. Thank heavens Dick is a math major and knows celestial.

Some of our best 'visions of pleasure' were watching the frolicking porpoises that dove under and around our boat. They

FINAL TALLY

Some Like it Hot!

- 227. **Marks Ark**/Cutter 42/LA/Ed Marks/La Paz.
- 228. **Elusive**/Pearson 26 Ariel/Sausalito/Capt. Mike/tropics.
- 229. **Searider**/Endeavor/Seward, AK/Claney Johnson/PV.
- 230. **Moksa**/Westsail 32/Kenai, AK/Humberto Ricci/???
- 231. **Makani Kai**/Catalina 34/Santa Barbara/Earle Howey/???
- 232. **Greta**/Vagabond ketch 47/M.D.R./Dave Williamson/PV.
- 233. **Steel Wind**/Roberts 36/Anacortes, WA/Joe Payne/Coast Rica.
- 234. **Misty Dawn Two**/Tayana 42/San Pedro/Bruce Lombardi/Aus.
- 235. **Egret**/Valiant 40/S.F./Einar Lorentzen/Caribbean.
- 236. **Sweetwater**/Fuji 45/Stockton/Greg Goodman/mainland.
- 237. **Mahal**/Amazon/Port Charlotte, FL/Lee Denny/Hawaii.
- 238. **LaMadonna**/78' M.S./Portland/Dave Kettenhofen/S. of C.
- 239. **Errante**/39' Yorktown/Ventura/Chris Webb/S. of C.
- 240. **Vellala**/Piver 40' tri/Berkeley/Jerry Connors/world.
- 241. **Kodiak**/Clearwater 35/Portland/Terry Thompson/world.
- 242. **Sorsha**/Barefoot 51/Long Beach/Bob O'Brien/"who knows".
- 243. **Galatea**/Linwall/Newport Beach/Greg Heath/La Paz.
- 244. **Destiny**/44' ketch/Toronto/Murray Switzer/Toronto.
- 245. **Max**/34' Sloop/Newport, OR/Ed Stout/La Paz.
- 246. **Wild Crane**/Ketch/San Diego/Chet Knox/Mazatlan.
- 247. **Clarity**/Crelock 37/Brookings, OR/Bob Warren/La Paz.
- 248. **Grey Goose III**/T.North 34/Nanaimo, BC/D. Curtis/La Paz.
- 249. **Vita Nova**/Aries 32/S.F./Fred Quigley/Hawaii.
- 250. **Neptune's Gold**/R'water 41/Wilmington/R. Hutton/"on & on".
- 251. **Forever Yours**/Nordic 44/SF/Tim Modders/Manzanillo.
- 252. **Adagio**/CT 38/San Diego/Bill Luster/Manzanillo.
- 253. **Fantasea**/Mariner 36 s/p/Brookings, OR/D. Saddington/Manz.
- 254. **Hardly Able II**/Bir 36/Chula Vista/Lowell Kamrar/La Paz.
- 255. **Friendly Turtle**/Cal 30/San Diego/Jim Wallace/anywhere.
- 256. **Double Take**/30' Clipper Mrne Cat/SF/Jerry Merrow/Australia.
- 257. **Elenor B**/Dbl End Gaff ketch/San Pedro/S. Babbidge/Key West.
- 258. **Earl of Mar**/SC 50/Seattle/Robert Doyle/"uphill".

became phosphorescent torpedoes that talked to me during star-filled nights. The whales we saw off Mag Bay sounded like cannon explosions. Dick instructed me to turn on the motor so they would know we were near. "No way," I said, "I don't want them trying to mate with our boat." I'd read what Chichester had to say about whales when he sailed *Gypsy Moth* around the world.

The cruising fleet at the San Diego Police Dock were a bunch of happy campers waiting for the Cruising Kick-Off Party and for *Lattitudes* to arrive. I had family obligations and could not attend the Kick-Off Party — but Dick was there in full glory. The way I hear it I was temporarily replaced by four Danish girls who had a great day sail around San Diego Bay!

For a while we berthed at Kona Kai International Yacht Club — right behind *America II* and *Stars & Stripes*. You've never seen so many hunks reach for my bow line; I guess they were worried with didn't have enough insurance to cover the damage if we hit their boats. All in all, San Diego was friendly, warm — and sometimes expensive. We knew if we didn't leave by the beginning of November we'd never get out.

We also made a lot of friends in San Diego we would later see time and again. Linda and Kent aboard *Scheherazade*, who we've met in many times along the coast of Baja, have been fantastic. They were always the first with a warm welcome on the radio and advice on where to anchor. (Dick likes to circle the harbor about four

times before we drop the hook).

My visions of Port Captains and Immigration officials were nightmares before we left California. In reality there was nothing to fear; they've all been extremely polite and obliging. We were boarded by Mexican Marines in Turtle Bay. Dick had me take the Captain below and show him the boat. The polite Captain asked for our papers, passports and documentation. After seeing them he shook my hand and left. No searches, no problems. The semi-automatic rifles they carried made me anxious, but they must run into all types.

Our arrival at Cabo was incredible. I had never seen such impressive rock

... while Shirley Sandy drank down. They both survived to continue cruising.



COURTESY GEJA

formations, the sun was just rising behind them and there were many of our friends bobbing around in dinghies waiting to greet us. Soon we were in Papi's where we were boat #42 on the 'Some Like It Hot' list. That night Gil and Karen put on a great party for the cruisers.

Some of the basics I've learned since October 7:

— helping to plot the course using the parallel rules and dividers.

— standing my watch at night and letting Dick go below to get some rest. For the first two months I made him — he's 6'4" — sleep in the cockpit.

— how to make beds and cook for seven — during Christmas when our children and Jonathan came to visit.

— how to snorkel and enjoy the miles of white beaches at places like Isla Del Espiritu Santo, Cabo and Balandra.

— how to ride a 20-year old dinghy with a not-so-faithful 3 hp Seagull outboard through the surf at San Quintin, Cedros, Turtle Bay, Mag Bay and all the other places.

Soon we head to the mainland and then on to the Marquesas. I'm already planning my visions for the 30-day passage: visions of pleasure and stark terror.

The days on our Islander have sometimes been scary, but they have given me feelings that have been a mixture of elation and contentment which I have never experienced before. "There's just so much fun waiting in front of me".

— shirley 1/5/90

Cruise Notes:

Cruise notes will return next month.

- 259. *Orea*/Rafiki 37/???/David Newgen/???
- 260. *Perlen*/Mariner 32/Plymouth, Eng./Brian Creasy/Australia.
- 261. *T'Solo*/Spencer 35/Victoria, BC/Gary Hellyer/Australia.
- 262. *Sprig*/Isl Packet 35/Prescott, AZ/Dick Lambert/La Paz.
- 263. *Pegasus*/Islander 44/San Rafael/Gary Jimmink/San Blas.
- 264. *Pau Hana*/38' Cutter/Kahului, HI/Ed Dymont/Hawaii.
- 265. *Wanderlust V*/Reliance 44/Vancouver, BC/P. Doherty/Hawaii.
- 266. *Hydra*/41' Freeport Isl/San Diego/Larry King/Costa Rica.
- 267. *Legacie*/47' Ketch/LA/Phil Bayless/S. of C.
- 268. *Thunder*/50' Ketch/Seattle/Frank Clements/Caribbean.
- 269. *Oasis*/CT 37/Vancouver/Ken Williams/S. of C.
- 270. *Athenis*/Irwin 65 ketch/Las Vegas/R. Ball/New Zealand.
- 271. *Ten Pin*/Grand Banks 42/SF/James Svetich/Manzanillo.
- 272. *Persilatence*/Peterson 44/Oxnard/R. Weesner/California.
- 273. *Arjumand*/US 46 Yawl/Avalon/Ralph McNeil/So. Pacific.
- 274. *Menehune*/Swan 46/New Beach/J. Zinsmeyer/So. Pacific.
- 275. *Lady Ann*/Cstm Tri 48'/S. Barbara/J. McLaughlin/PV.
- 276. *Wave Star*/Mrnr Polaris 36'/LA/G. Palmer/Acapulco.
- 277. *Kalai Pahoa*/Prairie 32/Portland/R. Chambers/S. of C.
- 278. *Rowena*/Rhodes dsgn-Stone bld/S. Diego/T. Jackson/S. of C.
- 279. *Meraklis*/Colombia 34/Ventura/Mark Reeves/La Paz.
- 280. *Beleza*/O'Day 37/Dana Pt./George Pichel/New Zealand.
- 281. *Inertia*/Union 36/SF/Sean Spratt/South Pacific.
- 282. *Vurdon*/Homebld stl 33' ctr/SF/M. Devine/???
- 283. *Elan*/Prout Snow Goose 37/San Pedro/G. Bunting/So. Pac.
- 284. *Fruition*/Sloop/San Diego/Dick Lattizzori/Z-town.
- 285. *Nereid*/Casey ketch/Santa Barbara/Jim Dyer/???
- 286. *Catloon*/Sail/Vancouver, BC/S. Luriecki/Costa Rica.
- 287. *Serendipity*/47' Cutter/Sedona, AZ/P. Shuper/Z-town.
- 288. *Rhiannon*/Rawson 30/Coos Bay, OR/M. Klein/La Paz.
- 289. *Jamie*/Shannon 28/Valdez, AK/Leroy Thayer/Costa Rica.
- 290. *Scotch Rocks*/Grand Banks/San Pedro/J. Condon/Cabo.
- 291. *Bwana*/Westsail/Delaware/Joe Rada/Cocos Isl.
- 292. *Cara Mia*???/SF/Ivor & Sylvia James/S. of C.
- 293. *Nicolai*???/LA/Bob & Diane Del Morris/Costa Rica.
- 294. *Invictus*???/Hugh & Gayle Lamson/Acapulco.
- 295. *Exchequer*???/San Diego/Trouboll & Adams/Mazatlan.

CLASSY CLASSIFIEDS

Ads taken through the mail
or in person only.

*Sorry, no ads accepted
over the telephone.*

Money must
accompany ad.

No Classified Billing.

Check, cash or Money
Order - No Credit Cards.

*To re-run an ad, simply send
in a copy of the ad with your
payment by the 18th of the
month prior to publication.*

DINGHIES, LIFERAFTS AND ROWBOATS

AVON ROVER 310. \$1,000. Suzuki 8 hp o/b, \$700. Both for \$1,600. also will have a 36-ft slip at Coyote Pt available for sublet from July until October. Call Frank (408) 423-4604.

12-PELICAN with trailer, \$640. (415) 849-0299.

FLYING DUTCHMAN. All wood, race ready, trailer, cover, 2 mains, 5 jibs, Z-spar mast, 2 booms, hull and blades faired. \$1,999. Also Laser with trailer, \$900. (415) 452-3381, leave msg.

14-FT LIDO. Good boat with new rig, new rigging, all new lines, extra hardly used North racing sails, vests, harness, etc. And how about a brand new 3.0 o/b for the true novice? Trailer included for \$1,200. 236-0281.

M-20 INLAND LAKE SCOW. 20-ft of high performance fun for 2-4. Completely renewed hull and rig, main, jib, chute and reacher, heavy duty road trailer. Excellent condition. Beat everybody with this flyer. \$3,000. (415) 348-1170, eves.

AVON INFLATABLE DINGHY. Evinrude E3RCV engine with 3 gal gas tank, engine mount. Purchased 1988 and 1987 respectively, very good condition. \$500. 526-8399.

505 - RACE. Rigged primarily w/Harken. Boat, trailer and spars are in fantastic condition. Sails (7) are in good condition, it could probably use a new kite. Asking \$1,800 - Possible trade for a nice Snipe. Mat Johnson (209) 523-1455.

ELTOROSA SAILNETICS MKII. Almost new. Excellent rig, double hull with flotation. Used only one season. Great dinghy or sailing. \$800. (415) 945-8393.

JACK MACKINNON
ACCREDITED MARINE SURVEYOR

MARINE SURVEYOR, APPRAISER

(415) 276-4351



BOAT LETTERING

*Beautiful, long lasting & reasonable priced.
Call for our convenient order form.
(415) 430-2899*

PERSONAL ADS

1-40 Words: \$20

41-80 Words: \$40

81-120 Words: \$60

Personal property/help wanted

BUSINESS ADS

\$35 for 40 words
maximum

Service(s) or business you are selling;
charters; 1 boat per broker

DEADLINE:

18th of the month prior to publication, even if it falls on a weekend and/or holiday.

*Sorry, but due to a tight
deadline, we cannot
accept changes or
cancellations
after submitting ad.*

\$3.00 for postage and
handling for individual
issues requested.

Mail To:

LATITUDE 38

P.O. Box 1678, Sausalito, CA 94966

or

Street Address: 15 Locust, Mill Valley, CA 94941

Attn: Classified Dept.

WOOD SNIPE with trailer. Good condition. \$950. (415) 828-1810.

INT FIREBALL, US 11799. Canadian built mahogany hull, Proctor spars, 2 suits of sails (2 yrs old), w/trailer. National champion in '88 - still stiff and competitive. Active focal fleet. \$2,500. Call (415) 939-4069.

24-FEET & UNDER

MOORE 24 w/Trailrite trailer. Full sail inventory, fresh water boat, many extras. Good condition, proven winner. \$8,500 or b/o. (408) 623-2532.

MONTGOMERY 17, 1983. Trailer, 2 hp Seagull, 4 sails, 2 anchors, rode and line, solar panel, porta-potti, new bottom paint and more. \$5,500 firm. Larry D: (916) 373-1642 E: (916) 371-3110.

22-FT FALMOUTH CUTTER. LOA 30-ft, Lyle Hess mini world cruiser. Spinnaker, dsl, propane, AP, furling head, VHF, RDF, depth, knot, Danforth, CQR. Exc. cond. \$29,000. (714) 682-4941.

US 22, F/G SLOOP, 1982. Johnson 8 hp deep shaft o/b w/cockpit controls, galley, porta-potti, VHF, inflatable dinghy, etc. Delta berth. \$6,500 or b/o. (209) 748-5721.

CATALINA 22, 1977. Swing keel, trailer, pop-top w/enclosure, cockpit cushions, thru-hull marine head w/holding tank, 30 gal elect pressure water, VHF, '86 Honda 7.5, lifelines & swim ladder, propane burner, x-teak, Jack London berth. \$6,500 or b/o. (209) 848-0245.

AQUARIUS 23 with trailer. 4 hp Merc., VHF, stereo, BBQ, porta-potti, sleeps 5. Ready to go. \$4,000. Call (415) 359-0586 lv msg on machine.

RANGER 23, 1977. Probably the finest example of this superb racer-cruiser. Like new condition. New epoxy bottom & standing rigging. Aft-led control lines. 6 winches incl Lewmar 2-spd as primaries. 6 sails incl class lappers, 150 & spinnaker. You won't find one in better shape & with all this equipment. \$9,800. (415) 865-6729.

MOORE 24, 1978. Trailer, Honda o/b, 6 North sails, AM/FM cass. Tahoe boat, excellent shape. Must sell, moving. \$8,000 or b/o. 522-5917.

BEAR BOAT - #50 Nunnes built 1949, 23-ft. Just refurbished, new Honduras cabin, new running & standing rigging, new boat cover, 5 sails, o/b. Fun Bay boat or super competitor. Loves heavy wind. Race ready. \$4,500 or b/o. (415) 521-1667.

ENSENADA 20. Nice condition. 3 sails, whisker pole, swing keel, trailer, new 6 hp Yamaha o/b, full cover, head, sink, anchor, fadde, running/interior lights, safety equipped, much more. Ready to go. \$3,700. Call Mike (415) 426-0431.

J-24 in immaculate condition. 2 full sets sails (8), one set new. New bottom paint, lots of new gear. Ready to cruise or race an active fleet on the Bay. \$9,500. (415) 659-1653.

MONTGOMERY 15, 1989. Trailer, 2 hp Mariner engine, bow pulpit, mast carrier, porta-potti, many extras, slps 2. Great for sailing in the Estuary or warm water valley lakes. Outstanding condition. \$5,500. Gary E: (415) 455-9351 or D: 335-1795.

C&C 24. Must sell, buying home. Excellent cond. Roller furling, 1985 Suzuki 8hp, DS, marine radio, lifelines & complete safety equip. Asking \$9,800. 933-9932 after 6:30 or 543-3990 days (M-F).

RANGER 22. Fully equipped. 8 bags, 6 hp Johnson o/b. Never raced. Richmond berth. \$3,000. (415) 663-1500 eves.

J-22 #377, "Poco A Poco". Overall winner Trans-Tahoe '89, Franks Tract '88. Many division wins & places, latest BMYC midwinters PHRF-C first place. A proven PHRF winning tool. Excellent condition throughout. \$10,750 or b/o. Call (916) 967-0820.

YANKEE DOLPHIN 24-FT. Excellent condition. Four nearly new sails, Lunenburg cast iron wood stove, new bottom paint, Primus kerosene cook stove, 9.8 Mercury w/alternator, head, jib & main covers, lots of extras. H.D. tandem trailer. \$9,500. (916) 756-1191.

RHODES 19, by O'Day. Keel boat, ready to sail with new mast, o/b, trailer, lifting harness, many extras. \$1,800. 339-1984.

O'DAY 22 with trailer. Shoal keel has made this boat easy to trailer and sail the Delta, Huntington Lake, as well as Monterey Bay. New topside and bottom paint. Sleeps 4, VHF, head, \$5,400. Calf Jack at (408) 375-1771.

SAIL AWAY ON "SUNDANCER". 18.5-ft S.F. Bay wooden boat. Very good condition, ready to go. Low maintenance, full keel, classic looks, recent sails, sea kindly. Strong custom trailer, new 4 hp Mercury Sailpower o/b. Santa Cruz. \$3,200. (408) 475-8583 after April 8th.

SANTANA 20, 1981. Good condition, fast & fun. Includes: 3 jibs, main, spinnaker, race rigged w/ Harken blocks & all new lines, foam flotation, solar vent, o/b, trailer, all accessories. Fresh water sailed, winter. Price: \$4,500. (707) 433-7546.

J-24, 1979. Four sails, spinnaker gear. New Nissan 5 hp o/b. Very well maintained, presently in charter at Redwood City. \$9,800 or offer. (415) 474-1225.

NOR-CAL COMPASS ADJUSTING

Magneuto™ System Exclusively

1. Boat Remains in Berth

2. Owner's Presence Not Necessary

Dick Loomis

3. Eliminate Deviation

(415) 453-3923 days or eves.

Lon Woodrum, Prop.
(415) 332-5970

Competent

WOODRUM MARINE

Specializing in interior and exterior alterations and repairs.
Custom designing and construction in wood or fiberglass.



25 years experience
Marine Carpentry

Dependable

MONTGOMERY 15. The Cadillac of pocket cruisers. Keel sloop sleeps two. Mint condition inside & out. Ready to sail - Many extras. 1988 Evinrude 4 hp long shaft o/b, literally 2 hours running time. Asking \$4,500. (415) 854-6140.

24-FT HAND LAID-UP F/G Carl Alberg designed hull. Lead ballast, cabin sole, bulkheads, rudder. Great winter project. Tandem surge brakes, working platform trailer, manual incl. \$3,150 or b/o, (trailer itself worth price.) Will deliver. Call (916) 926-3753.

RANGER 23, 1974. Very good condition. New epoxy bottom Sept. '89. 1987 6 hp Yachtwin o/b, Datamarine knot & DM, compass, VHF, North sails, spinnaker, pole, stove, BBQ, Zodiac inflatable & more. In Sausalito. Asking \$8,500. Bill (415) 381-5519 eves/lv msg.

SANTANA 22, 1970. Custom race/singlehand rigged. Compass, KM, new spinnaker pole. Whisker pole, s/s chain plates, Evinrude, North cruising sails, North racing sails, lots of Harken. Desperate student! \$3,900. Call Brett 751-7455.

24-FT WYLIE WABBIT "WPOD". New sails, custom rigging all Harken, trailer, full cover. Consistent trophy winner, '89 Wheeler Cup 1st overall, 3 Bridge Fiasco 2nd overall, nationals, midwinters, much more. All for low price of \$6,000. (415) 237-3118 lv msg.

23-FT BEAR #9. Bristol condition in and out. Much interior work. 2 sets Dacron sails, new 4 Evinrude, excellent Berkeley berth. Taxman forces sale - \$3,900. (707) 963-0558 after 7 p.m.

SANTANA 20 and Trailrite trailer. Light blue with black mast & boom. Fairing keel & rudder, KM, compass, winches, main & genoa. Good basic class or PHRF boat. Folsom slip available. \$3,000 or b/o. Jack at (916) 989-1108.

20-FT FLICKA. \$14,000. Custom interior (dinette). Strong singlehanding rig. Larsen sails, KM, DS, o/b, VHF, Autohelm, full cover. Moss Landing slip. Blisters. (408) 633-5760.

SANTANA 20. Trailer, Suzuki 3.5, vang, covers, anchor, never raced, fresh water boat. Dry, covered storage. It sparkles! \$4,250. (209) 431-0644.

HUNTER 23, 1985. 5 hp motor, MK-267 knot/deg, Ray 220 DF, Aqua 149 compass, Horizon USA II radio, trailer, Kenwood cassette stereo. Ready to sail: \$8,950 or b/o. Bill (408) 779-7359.

WINDROSE 22, 1979. Swing keel, Honda 7.5, Vanson trailer, VHF, good condition. \$4,500 or b/o. (415) 372-7618.

WHAT A DEAL! Venture 22-ft sailboat w/trailer, CB and 6 hp Evinrude. We're two boat owners on our way to cruising and this boat was an excellent teacher. Great for jamming around the Bay! First \$2,500 takes it. (415) 365-9520.

1983 SEACROWN SLOOP 19-FT LOD. Huge cockpit with overnight cabin. 10 minute rigging. Great day sailer. Reworked standing rigging & swing keel, hinged mast tabernacle, paddle, fender, life vests. Welded trailer, buddy bearings. Sacramento area. 3,400 or b/o. (916) 257-0595 eves.

23-FT BEAR BOAT, #22. Wood sloop. Excellent condition, 2 outboards. Good racing record. Alameda berth. \$6,900. (415) 522-7298.

CAL 20. Great pocket cruiser & racer. Loaded! \$3,500. W: 237-4669 or H: 937-7032.

BAHAMA 24. 4 sails including spinnaker & gear. Evinrude o/b, radio. Good Bay starter boat. \$4,000 or b/o. (415) 828-9483.~

COLUMBIA 24, 1964. VHF, DS, spinnaker, AP, 8 hp Evinrude 1984, new interior 1986, stand-up headroom, sleeps 4. New rigging 1985. LPU paint 1987. 2nd owner, many extras. Excellent condition. \$9,000 or b/o. Ed (415) 968-2138 lv msg.~

BEAR #59. Nunes hull. Finished out in teak with spruce spars by master craftsman Bill Hynes in the late 50's early 60's. Racing & cruising sails. Johnson 4 hp o/b, extra gear. \$8,500. 332-4857.

CAL 20. Bottom painted June 1989 and in excellent shape. Good jib, genoa, spinnaker & main sails. New Mercury 4.5 hp motor, main sail cover, halyards, spinnaker pole, DS, battery, electrical system, running and cabin lights. \$3,800. (415) 432-9255.

SANTANA 20. Outboard engine and sails included. Also has Sausalito slip. Call Bill 567-1874. Priced to go.

BEAR 23-FT. #55 of 61 built. Classic full fixed keel. Full boat cover, main/jib & colorful spinnaker, 8 hp Evinrude. Painted bottom, topsides, bilge - 6/89. Berthed at Marina Green S.F. \$7,000 or b/o. D: (415) 570-6667 x 5584 N: (415) 851-2805.

24-FT GLADIATOR. Good condition. Sausalito berth. Nice all-wood cabin, 7 hp o/b. \$4,995 or b/o. Rich 955-8187 or JT 391-1830.

COLUMBIA CHALLENGER 24-FT. Well maintained, bottom painted every year. National champion, fresh water sailed, club jib, 2 110's, 2 mains, spinnaker, Honda 7.5, new hatches, large cockpit. Great family boat. \$4,750. Steve or Jeff D: (209) 478-5515 N: (209) 943-1303 or 477-1070.

24-FT GLEN-L F/G. 7.5 hp o/b, refrigerator, galley, sleeps 3. Complete w/sails, safety equipment, extras. Good condition, ready to sail. Color TV, fishing gear, berth available. Must see. \$1,650. Les (415) 865-5686 in Alameda.

CAPE DORY TYPHOON 19 OR Pearson Electra 23. Each is Carl Alberg designed, full keel, pocket cruiser. Clean, good Baysailers. VHF, anchor, life jackets, 4 sails, Mercury 7.5 hp. Berkeley berth. Buy either boat. \$4,000. (408) 258-5598.

SANTANA 22, 1967. Race equipped, Emeryville berthed. Outboard, new main, rigging, boom, tiller, sheets, other hardware. Good condition. Hull clean. \$5,500 or b/o. D: (408) 299-6370 N: after 6 p.m. (408) 259-2750.

MacGREGOR VENTURE 24. Trailer, head, sink, Honda 10 hp, canvas, eisenglas for pop-top, 3 sails incl genoa. Excellent condition. Great boat for S.F. Bay and Delta. Asking \$4,900. Call (707) 539-5397 eves (707) 528-3800 days.

SANTANA 22. Race rigged, excellent condition. 6 hp Johnson, 6 sails plus spinnaker, 5 Barlow winches, radio, lights, KM, DS, compass, auto and manual bilge pumps, new bottom paint and battery, plus many extras. John (415) 435-3702.

CATALINA 22, 1972. Great for family, Bay and Delta. Swing keel, KM, porta-potti, 3 sails, new bottom paint, positive flotation. \$4,000. Call (415) 689-3384.

RANGER 23. VHF, new sails, Sausalito berth, o/b. This is a great boat for racing or cruising. Good shape and ready to go. Must sell! \$8,500. 454-7316, lv msg.

23-FT BEAR BOAT, #13. Built 1938, classic design. Mahogany on oak. Full keel, new main, jib, 6 hp Evinrude, active racing/cruising fleet, friendliest association on the Bay. \$9,200. Call (415) 331-0812.

CORONADO 23. Someone please buy this boat. Great deal, only \$4,000 including 10 hp o/b & E-Z Loader trailer. I've bought a bigger boat and need the money to buy toys for the new boat. Call (415) 366-6361.

RANGER 23. "Banjo". \$8,500. Race rigged, 2 mains, 3 jibs, spinnaker, KM, compass, 4 hp Evinrude. Hester: 388-5116, Elizabeth 548-7527.

25 TO 31 FEET

MUST SELL 26-FT SLOOP CLASSIC boat in good condition. Lots of teak, spacious 6-ft tall cabin, sink, stove, toilet, sleeps 3-4, two sails, 10 hp o/b, solid hull. Berthed in San Rafael. Sacrifice at \$1,500. Call (415) 924-7909.

80/81 YAMAHA 30. 3 sails, Yanmar dsl, VHF, DS, \$27,000. Call (415) 686-4576.

MUST SELL - Owner finance. 1982 28-ft Albin Cumulus. Yanmar dsl, dodger, press water, 2 anchors, self-tailers, lines aft, alcohol stove, VHF, KM, DS. A-1 cond. \$25,000. Berthed Alameda. Out of town owner motivated. (619) 322-1104 - consider partner.

CAPE DORY 1988 30-FT MOTORSAILER. 46 hp Westerbeke dsl, 200 hrs. Roller furling main, club jib, genoa, VHF, radar, Signet Instruments, full head, shower, spacious teak interior, sleeps 4. Many extras. Versatile, sturdy. Like new. Benicia. \$77,500. (707) 745-3978.

ISLANDER 28, 1982. Diesel. Mint condition, excellent Bay boat. Furling, jib, VHF, auto bilge pump, jiffy reefing, auto battery charge, Lewmar winches, price includes Skimmardhinghy. \$26,000. Call Joe 939-4242 or 672-8586.

CATALINA 27, 1977. New jib mainsail & cover. Almost new VHF, o/b 10 hp Honda, stereo-cassette. Spreader lights, tab mast, stove, dinette, sleeps 5, legal head for liveaboard. \$13,500 or b/o. Rick (415) 655-9469 or 666-2172.

1978 26-FT CHRYSLER SAILBOAT. 3 sails, VHF, singlehand rigged, newly renovated interior, stand-up headroom, in excellent condition, 2 axle trailer. Sacrifice all for \$12,000. At Folsom Lake. Call (800) 733-7600 days (916) 988-1354 eves.

NORDIC FOLKBOAT, 25-FT. Beautiful condition. Classic wooden boat. Elegant brightwork; new deck, rails, hardware and paint. Very good sails. One of the fleet's best. Perfect S.F. Bay racing and cruising boat. Reduced to sell: \$6,900. (415) 331-5263.

MERIT 25, 1979. "XX" Old war horse still ready for battle. Great condition. 13 sails, ready to race! \$11,500. (415) 524-3467.

RAWSON 30. Roomy F/G sloop built to last (1965). Suitable for liveaboard. Documented, battery charger, 3 jibs, refrigerator, F/G dinghy, 3 anchors, 400-ft of line, VHF, DS. A lot of fun for \$17,500. 221-4179.

MERIT 25, 1984. "Xanadu". Excellent condition, mostly fresh water. North sails, all Harken, 4 hp Suzuki, trailer, many extras. Strong, stiff boat for Bay or ocean sailing. \$13,000 or b/o. H: (916) 577-2525 W: (702) 588-2724, lv msg.

CATALINA 27, 1985. Excellent condition. Universal dsl 14 hp, 110 jib and 150 genoa. Tiller pilot, DS, KM, VHF, full galley, marine head, macerator, extras. Located in Sausalito. \$19,000. Call Wayne or Ben at (415) 331-6266 to see boat.

CAL 25. "Cinnabar". Perennial class champion. Fully equipped for racing including a one year old kevlar sail inventory. Fairly epoxy bottom. Interior recently refinished with new cushions. Loaded with gear, Lewmar, Harken, etc. \$6,500. (415) 548-1447 msg or (415) 424-6633 days.

29-FT CRUISING SHARPIE. Cat yawl rig, 16' draft. A real Delta gunkholer. Prototype of Skillygalee design by Phil Bolger. Awning, stereo, swim ladder, 2 anchors, stove, lights, pumps, head, 9.9 hp Johnson & more. \$11,900. (415) 674-9518.~

CASCADE 29, 1976. F/G fin keel sloop. Strong, fast, overbuilt for ocean cruising. Factory glass deck & cabin, o/b aux., new sails & rig wire 1988. Excellent condition. \$11,750. (408) 475-4172.

EXPRESS 27. Like new - Always on trailer, never been raced. On like-new trailer, like-new motor, spotless. 7 sails and boat cover, in Alameda. \$19,000 or b/o. (415) 522-1561.

RANGER 26. Hull #16. Sails include: 2 mains, 2-150's, 2 spinnakers, 3 class lappers. Signet wind instruments, Barient 2-spds primary winches, VHF, DF, 6 hp Evinrude. (707) 642-5195.

HUNTER 31, 1983. Excellent condition. Good sail inventory, ample headroom, KM, DS, log and wind instruments, Yanmar dsl. Reduced to sell at \$36,000 or best reasonable offer. (707) 823-9669.

RANGER 26. Excellent condition. Complete sail inventory. VHF radio, compass, life lines and new engine. All lines led aft. Sausalito berth. \$12,000 or b/o. Warren (415) 495-3491 wkdys or (415) 383-9198 eves/wknds.

DONA JENKINS
U.S.C.G. Documentation • Mexican Fishing Licenses
Mexican Consular Clearances
1050 Rosecrans #3, San Diego, CA 92106 (619) 223-2279

BOAT NAMES
by
Pintail GRAPHICS 415 • 332 • 4710

MARINE SURVEYOR
Robert A. Viel, Member National Assoc. of Marine Surveyors.
Approved by all banks and marine companies.
Serving the entire Bay Area and Delta. Wood, Fiberglass and Steel.
Delta: (916) 776-1094 - Bay Area: (415) 420-9450

WOODWORKING
Interior • Exterior
Hull • Spars
12' Dinghies \$1,695
Schoonmakers
Sausalito

Steve Jones
(415) 332-2500

ERICSON 27, 1972. Inboard, nicely equipped. Excellent condition. Located at Richmond Yacht Club. \$15,000/offer. (415) 689-5192.

RANGER 26. In Berkeley. New Honda long shaft, 2 spinnakers, lines aft, well maintained. \$10,000 or half for \$5,000. Mitch D: 521-7222 E: 636-1505.

1975 BUCCANEER - 27-FT SLOOP. Excellent condition. Shoal keel, galv. Tandem trailer, 4-6 berths, sep shower, head, full cover, 15 hp i/b, 3 bags sails, main, jib & 150 genoa w/cover. Farnet jib furling, AP, self-tailing winches. Oakland berth. \$12,500. John (415) 937-4190.

ISLANDER 26, 1977. 3 headsails, Autohelm, pressure water, VHF, KM, refer, boat covers, stereo. This boat is extremely clean and has complete records. Worth \$19,000 - Sell for \$12,000. Moving, must sell fast. Steve (408) 268-4195.

DUFOUR ARPEGGE 30, 1971. Great for Bay or ocean sailing. VHF, depth, 2 spinnaker, 3 jibs, Volvo MD-2. Check out this well designed boat. \$13,000/make offer. (408) 241-2919.

CATALINA 27, 1972. Bristol condition. Atomic 4, dinette, new Harken furler & sails. New standing rigging, 3 blade prop, marine battery charger, Autohelm 1000, VHF, DS, KM, new batteries, main led aft, AM/FM cassette stereo. Possible Coyote Pt. slip. Head with holding tank, new dodger. \$15,900 or b/o. (415) 364-2602.

MODIFIED H-28. Sweet boat! Double planked mahogany, LOA 29'6", beam 8'11", full boat cover, great condition. \$22,000 or b/o. 331-7814.

CAL 25, 1968. Excellent condition, epoxied bottom. New: rigging, wiring, water/fuel tanks, thru-hulls, ground tackle, stove, interior cushions. Mast & topsides refinished w/LPU, 9.5 Evinrude. Great sailing boat. \$6,500. Paul (415) 847-6667 wkdys.

PACIFIC SEACRAFT MARIAH 31 CUTTER, 1979. Excellent condition. Yanmar dsl. All new in 1988. New sails, Harken roller furling jib, full batten main, Lewmar 43 S.T., SL windlass, epoxy bottom, h/c pressure, Autohelm 2000, many extras. \$57,000. (415) 467-1263.

CORONADO 25. Great Bay boat. Well maintained. 3 sets of sails. All lines led aft. Solar charging system with two battery banks. Complete galley. VHF radio, AM/FM stereo, Johnson o/b, sleeps 5. \$5,400 or b/o. (415) 945-1861.

CATALINA 25, 1981. This is a beautiful boat! Has a 110%, 150% genoa, 9.9 Honda o/b, Signet KM & DS, Ritchie compass, VHF radio, pop-top w/canvas, much more. Asking \$11,500. Call Kelly Green (415) 674-9788.

COLUMBIA 28, 1968. Main with clubfooted jib, Volvo 25 hp dsl, VHF-Horizon 25, head and stove, sleeps 6, at own mooring in Monterey Harbor, no monthly mooring fee. Weekend retreat in Monterey. \$15,500. Call (916) 673-7149 eves.

INTERNATIONAL FOLKBOAT 26-FT. Full keel, great Bay boat. Good condition, good sails, recently recovered cushions. Dodger, compass, DF, Evinrude 6 hp, galley, head, Berkeley berth. \$9,500/offer. 526-4166.

CAL 2-29, 1974. Very clean, well maintained. Diesel, wheel, Loran, VHF, shortwave, RDF, fathometer, RVG windvane. Four sails. A great Bay and coastal boat. Easy to sail. \$21,500. Call (916) 332-1018 eves.

26-FT CLASSIC MARIEHOLM International Folkboat, 1975 F/G. Jib, genoa, spinnaker, 8 hp Evinrude o/b, new sail cover, dodger, Sausalito berth, must sell. Excellent condition. \$9,750 or b/o. Gary (415) 563-2082.

BALBOA 27, Lyle Hess design (not a Balboa 26). Full headroom, larger than some 30's, trailer, swing keel, 10 hp Merc o/b, marine head w/ holding tank, new genoa. All in excellent condition. \$15,900. (916) 791-7763 (custom van tow vehicle also available.)

CAL 2-27, 1975. Very clean. Diesel, Sausalito berth, full compliment of sails and on board gear, 6-ft standing hdm in spacious interior. Great family boat. Big 2-27 class on the Bay, active 2-27 club for fun or racing. \$18,000. Call Bill D: (408) 453-6469 or E: (408) 268-2298.

COLUMBIA 30, 1972. Pedestal steering wheel. Total of 10 sails (2 main sails, 5 jibs and 3 spinnakers). 6 winches, Atomic 4 engine, also has DF, KM, compasses and VHF radio. Sleeps 6. (415) 757-1332.

CAL 2-29, 1975. Terminating 13 year caring relationship. Farryman dsl, natural gas gimballed stove/oven, VHF, RDF, KM, fathometer, pressure water, wheel steering, 2-spd Lewmar winches, spinnaker, 150% & working jibs, new sail cover, anchors, fenders, etc. \$20,900. (415) 527-0888.

OFFSHORE 27, 1972. Glass hull & cabin, teak decks, trim & interior, wood spars, dsl (low time), 4 sails, VHF, DS, log, MOB & more. No pox. Clean, sturdy sailer. (415) 669-7120.

CAL 2-29, 1976. Very clean, wheel steering, VHF, Farryman dsl, 3 jibs, main, spinnaker, new rigging and thru hulls, all lines led aft, Berkeley berth. \$18,000. Matt (408) 247-8255 or Tom (415) 439-2085 lv msg.

ERICSON 27, 1973. Excellent condition. Priced to sell. Atomic 4, storm, 95, lappet, genoa, spinnaker, VHF, DS, 2 anchors, whisker, head, sink & stove in galley, lifelines, 5 berths. \$12,500. John: (415) 671-2499 Steve: (408) 255-2199.

HUNTER 30, 1978. Excellent condition. Yanmar dsl, self-furling jib, jiffy reefing, dodger, refrigerator, Force 10 heater, VHF, KM, DS, sleeps 6. \$25,000. Call (415) 537-2686.

US 25, 1983. Like new. Located at Clearlake. Fixed, deep keel. 15 hp OMC Saildrive. Enclosed head, galley, teak & holly sole, sleeps 5. Roller furling, compass, KM & DS. Great Bay or lake boat. \$9,950/offer. (415) 635-2567.

30-FT INTERNATIONAL DRAGON SLOOP, #172. Oak and mahogany. Full boat cover, spinnaker, extra sails. Traditional lines, sleek and fast. Excellent condition. Alameda berth. \$3,500. Whitt, D: (415) 981-1334, other times: 474-5220.

28-FT LANCER, 1984. 1 owner, 40 hrs usage. Roomy, beautiful, interior color coordinated, teakwood, sails, sheets like new, sleeps 6, galley, head, ship to shore, DS, pulpits. Perfect family cruiser. \$10,900 or b/o. (415) 656-5562, (916) 443-4719 or (317) 873-7071.

30-FT HIGH PERFORMANCE CRUISER, 1982 Hullworks built, double spreader rig by Ballenger, Yanmar dsl, VHF, KM, DM. Beautifully trimmed in teak with Brunzeel interior. Small class racing from Santa Cruz slip. Owner motivated to sell - \$24,000 or b/o. (209) 545-2583.

EXPRESS 27. We've had our fun, now it's someone else's turn. The original and only cold molded, wood constructed Express ever. Lighter and stiffer than stock. She's race-tuned, complete with kevlar, o/b, trailer and "grandfathered" into class. Seriously for sale. (209) 529-7343.

PACIFIC SEACRAFT 25 MKII, 1978. "Sunset" isn't going to grad school with us! Sturdy, top quality pocket cruiser. 28-ft OA, 25-ft OD. Full keel, thick F/G hull, Yanmar dsl, marine head, holding tank, 2 Danforth anchors. New dinghy, o/b. New Loran, new jib, new halyards. Compass, VHF, DS, alcohol stove, sink. Full boat cover and dodger, beautiful teak decks. Bronze portholes and hardware. Sleeps 5. Rigging for cutter option included. Champagne hull. Excellent condition! Best PS25 around. \$19,500. (415) 969-3397.

30-FT ISLANDER BAHAMA, 1979. Full head and galley, pressurized water system, sleeps 5, wheel steering, three sails, DS, KM, VHF, stereo, Volvo dsl, safety gear, cockpit cushions. Great family cruiser/racer. Avoid broker fees. Only \$27,000. (408) 842-3319.

ALBIN VEGA 27, 1975. 1983 Volvo-Penta 2 cyl engine, 4 sails, compass, DS, knot log, VHF radio, sleeps 4, Berkeley slip. \$16,000 or b/o. (408) 729-7291, (415) 623-2313 or (408) 746-7746, please lv msg.

NON SUCH 26. Tired of rounding up crew and cranking on winches? Short-handling too much work/club foots too slow? Re-learn the joy of sailing without sacrificing performance! All this plus a deluxe yacht interior at \$48,500/offer. (707) 554-8725.

NEWPORT 27, 1976 MKII. A new epoxy bottom, new cushions/3 sails/Atomic 4/new Awlgrip topsides. \$13,500. 234-4108 before 9 p.m.

CATALINA 30, 1983. Like new, Stockton Sailing Club. Camber spar jib + 110, 150, mln. VHF, stereo, h/c pressure water. Cockpit cushions, 3 blade prop. Ray Jeff charging sys, DS, all brightwork covered. \$29,950. (209) 478-8178 after 6:00.

SAMAURI 25, 1972. French built sloop. F/G hull, fin keel, spade rudder, 3 sails, VHF, KM, DM, 6 hp Evinrude, new battery, clean bottom, Alameda berth. Asking \$3,450. Gary: (408) 727-0500 days, (408) 258-1467 nights.

PEARSON ARIEL 26-FT, 1985. Fully loaded for cruising. Excellent condition w/6 sails, lazy jacks, all lines aft, 8 hp o/b, new shrouds, VHF, depth-knot-log meters, inflatables, windvane, dodger. Sausalito berth. \$10,000. Jim (415) 388-5048.

SOLING. A classic 1968 Abbott with 5 sails (new jib, almost new main) and trailer. Keel and rudder need some work; otherwise quite clean. No world-beater, but a solid Friday afternoon cruiser/club racer/lake boat/whatever. Have two boats - this one must go! \$1,950. Rob (415) 331-3134.

EMERGENCY SALE. Cheoy Lee Offshore 27, 1965. Diesel 1986, rerigged 1988, epoxy bottom 1988. 6 bags sails, radio, Loran, 2 anchors, stove, club jib. Needs only cosmetic care. An experienced pocket cruiser. Best offer over \$6,000 by April 15. 453-4441.

31-FT BOMBAY CLIPPER cruising sloop, 1978. F/G, dsl, 6'1" hdm, 11' beam, 3'5" draft, full keel, wheel DF, radio 1978, stainless rigging, 3 sails, orig owner, possible liveaboard, San Rafael berth \$100/mo. Good cond. \$28,000. (707) 935-3593.

COLUMBIA 26 MKII. New 7 hrs o/b, very clean, 3 sails. Easy to maintain. Tabernacled, located in Santa Cruz. Ready to sail. \$6,500. Phone (415) 388-5849.

CHEOY LEE OFFSHORE 27, 1969. Excellent cond. Teak decks, spruce spars, F/G hull & cabin, 10 sails, 1989 Evinrude Sailmaster, long shaft o/b, VHF. Cruised in Alaska & Mexico last 11 years. Ideal compact world cruiser. (619) 585-8079.

FARALLON 29, 1976. Full keel cruising sloop. 4 headsails incl. club jib, dsl, dodger, Avon, tiller, windvane, Autohelm, bronze ports, roomy wood interior. \$27,500. Extensive equipment list. (707) 745-6204 days/eve.

CHEOY LEE OFFSHORE 27, 1970. F/G, Volvo dsl, full keel, wheel steering, teak decks, ship/shore radio, DS, roller reefing, furling jib, galley, cabin heater, etc. Good coastal, Bay or Delta. Located Emery Cove Marina, berth D-35. \$14,000. Ray (415) 668-2423.

VENTURE 25. Jib, genoa, spinnaker, 10 hp Honda, VHF, DS, KM, stereo, 2 anchors, chain, rode, stove, ice box, sink, 10 gals water, custom cabinets, trailer w/new brake system. Buying bigger boat - Must sell. \$7,500 or b/o. 359-4112.

ION ELECTRONICS, FRIENDLY SERVICES

All electronics on board Service, Sale & Installation
Call anytime for Free Estimate & Consulting
Guaranteed the Best Electronic Service at Economy Rates
Weekends Available Phone (415) 948-6730

BOAT LETTERING • WOODCARVING
PETER KAHL *signs*

DIESEL POWER

Rebuilt diesel engines 10-50 hp. At less than half the cost of new, these re-conditioned units represent great value. We also buy used engines & gen. sets. Basket cases welcome - That hunk of iron equals cash to you.

(415) 381-4509

SEA OF CORTEZ SAILING

\$1,250/wk June thru October \$1,500/wk November thru May
Ericson 35-ft - Sleeps 6, fully equipped.
Bareboat (can be crewed) • Larger Boats Available
Peter Knight (916) 441-5058



CAPT. HARRY G. BRAUN, P.E.
MARINE SURVEYOR
APPRASIER ALAMEDA
(415) 522-1561



(24 hours)

THE ULTIMATE IN SLEEPING COMFORT!

Wool futon-style mattress cover: A custom fit underquilt and a natural moisture barrier.
Fitted sheets: To make that bunk-a-bed.
TAILWIND NAVIGATION (415) 521-4310
2236 Mariner Sq. Dr., #24 • Alameda, CA • 94501

PACIFIC 30, 1972. "Whisper". Great condition. 10 sails, new spinnaker, 6 hp Evinrude, VHF, radio, DS, compass, dinghy and more. Low maintenance F/G. Hauled June '88, new seacocks, varnish. No problems. Must sell now. \$8,000 or b/o. 456-1860 or 524-6996.

NEWPORT 30 II, 1979. Diesel, tiller, everything else from Autopilot to Zinks. If you've looked around, it's time to go to town. Call me to see what you could be sailing next week. \$32,500. (707) 745-0615.

O'DAY 27, 1976. Clean, good Bay boat. 2 jibs plus 150 genoa & North spinnaker w/pole. 10 hp Honda, head, VHF, compass, DF, lines led aft, slps 5, Vallejo berth. \$14,000 or b/o. (707) 422-0733.

CATALINA 25, 1985. Immaculate condition. Pop-top cabin with trailer and 7.5 hp o/b Honda. AP, special rigging, compass, KM, depth gauge, VHF, enclosed head, galley, all lines led aft, 4 Lewmar self-tailing winches. \$16,500. Call (916) 966-9540.

TRITON SLOOP 28-FT 6" PEARSON F/G classic full keel cruiser. All lines led aft, 3 near new sails, VHF, DS, KM, 3 anchors, deserves restoration. Berthed Sausalito. \$10,000. (916) 961-1924.

30-FT SLOOP SAILBOAT. Pearson design. Excellent condition. Sausalito slip, wheel, shore power, phone. Motivated seller just bought bigger boat to live on. Must sell. Make offer. \$18,500 or b/o. 331-0715 lv msg.

CAL 27. 6 sails, Honda o/b, VHF, DS, life jackets, kerosene stove, etc. Berkeley berth. \$10,000. Call (415) 581-6038.

31-FT PACIFIC SEACRAFT MARIAH 1980. Strongly built blue water cruising veteran. Cutter rigged. New epoxy bottom. AP, vane, VHF, Ham, DS, sailing dinghy. Extra roomy interior. Extra equipment incl. \$35,000. John (408) 259-5982.

CATALINA 27, 1974. Excellent condition. New bottom Sept '89. Atomic 4 i/b. Cockpit rigged, electric head, cockpit cushions, jiffy reefing, 110v shore power, range and oven, auto bilge pump, VHF, speedo, DF. Great first boat. \$11,500. (408) 720-8309.

O'DAY 25, 1977. Great shape. Loaded w/extras. Must see to appreciate. Sacrifice at \$9,900. (415) 687-4328 eves/wknds.

CATALINA 30, 1982. Excellent condition. Previous fleet champ. Double ply main mylar 110, 135, 155, plus storm 70 & spinnaker. Inboard dsl, WS/WP, VHF, spd, depth, Loran, Autohelm, h/c pressure water, shower, epoxy bottom. \$33,900. D: (707) 545-9011 E: 523-4121.

HAWKFARM 28 "Erie". Locally designed & built for No. Calif. conditions by Tom Wylie. Race YRA as a one-design, club race at a competitive PHRF rating of 162, or singlehand this Bay classic. Boat & sails excellent shape. \$22,000. (707) 257-3577.

BALBOA 26 with trailer. Swing keel, fast, Hood main, jib, genoa, storm jib, spinnaker, Cabintop traveler, compass, knot, VHF, 10 hp Honda, galley, dinette, sleeps 5, enclosed head, holding tank, Benicia slip. \$8,500. Dave (415) 687-4139.

ERICSON 27. Top buy \$11,900. Excellent condition. Spacious cabin, 6'2" hdm, 5 berths. Like-new 9.8 Mercury o/b, electric start. Tiller, jiffy reefing, 1972. Secure upwind Richmond Marina berth. Call Jack (916) 423-1557, Todd (408) 241-3559, Tom (415) 751-8876.

COLUMBIA 26. Exceptionally clean Delta boat newly arrived in Vallejo. 6 hp Evinrude, lifelines, alcohol stove, 110 plugs, stand-up hdm, perfect cushions, water tank, compass, KM, DS. \$8,500 or b/o. (707) 426-6016.

BRISTOL 27. Excellent Bay boat. Full keel, large cockpit, fully equipped, many extras. 18 hp Merc., low hrs. \$15,000. Geo (408) 252-8034.

ERICSON 27, 1976. Well maintained! Great Bay/Delta family cruiser. Wheel, Electra-San, Atomic 4 and loaded with extras! \$15,900. (707) 539-5870.

MUST SELL ONE: Cal 2-25, 1979. 2 cyl dsl, dual batteries, shore power, separate head, galley, ice box. 9-ft beam, 6-ft hdm. Clean quality vessel. \$16,000. Ericson 28+, 1987. Immaculate, loaded. Wheel, Harken reefing, new dodger. \$41,500. Call (415) 459-4820.

ERICSON 27. Inboard, club jib, singlehanded rigged, all lines to cockpit 6'1" hdm, galley, head, slps 5. Only \$18,000. W: 237-4669 H: 937-7032.

CORONADO 27, 1972. Good condition. 2 jibs, 9.9 hp Honda, compass, VHF, DF, sleeps 5, V-berth, head w/sink, closet, anchor, ice box, stove, sink, table, cockpit cushions, shoal draft keel. \$12,500. (415) 726-2815.~

27-FT SANTANA. Excellent, fun family cruiser. Head, 2 sinks, stove with oven, dinette, dinghy, totally equipped, i/b engine, recent painting, top and bottom. Two boat owner - Must sell. With best reasonable offer, sailing horizons can open for you! Dennis (209) 931-1516.~

30-FT SWEDISH DBLENDDED SLOOP, built 1952. Strip planked mahogany on oak. Fir deck, 2 cyl Volvo, main, jib, genoa, drifter, AP, DS, dsl stove, galley. Needs cosmetic work. Excellent liveaboard. \$12,000 or b/o. 495-0869 eves.

25-FT NORTHSTAR 500. Sparkman & Stephens racer/cruiser. Atomic 4, fully equipped, full set of sails, solidly built. Steal at \$8,600. Call Dan at (415) 388-0990.~

C&C 30, 1979. Great Bay boat that's very clean! Fin keel, spade rudder sloop. Traveler in front of wheel for easy singlehand sailing. Yanmar dsl, roller furl, Signet Instruments, cushions, etc. Last hauled Nov. '89. Must sell. \$29,500/offer (415) 441-8003.~

RAWSON 30. Cruised So. Pacific. New dsl, Loran, self-steering, inflatable, Ham radio, VHF, RDF, radar detector, solar and wind generators, EPIRB, lots of sails and ground tackle, complete So. Pacific charts. Ready to go again. \$24,000. (707) 769-0673.

26-FT ERICSON, 1968. Berkeley berth, 7.5 hp o/b, needs some work. \$2,500. Call Dana at (209) 592-3422 eves.

CORONADO 25. Good condition. 4 Pineapple sails, new paint, compass, KM, 6 hp Evinrude, marine head, alcohol stove, sink, etc. Sleeps 5, hdm 5'6", upwind Berkeley berth. Must sell now. \$4,000 or b/o. E: (415) 843-5410.

CAL 30, 1965. 9 sails, Atomic 4, kerosene stove, VHF, DF, knot log, 2 anchors, located in the Delta. \$17,000. (916) 736-2315.

26-FT INTERNATIONAL FOLKBOAT, 1969. Very well maintained. LPU hull and deck, epoxy bottom 1987, dodger, compass, KM, DS, Wilcox-Critten-don head. Located Berkeley Marina. \$7,500 or b/o. D: (209) 462-2922 E: (209) 472-0452.

NEWPORT 30 MKII, 1974. Originally built as a boat show display boat, "Rigadoon" has been well maintained and has lots of extra teak. In excellent condition, with a recently rebuilt Atomic 4, new cushions, more. Never raced. \$22,500. (415) 364-5970, 948-6803.

CAL 25, 1966. Good condition. Honda o/b, many sails, AM/FM cass stereo, knot, cushions, sleeps 4. \$6,000. Alameda berth. (415) 522-2360 days lv msg/after 5 live.

NEWPORT 30 II-T, 1977. Top condition, new bottom paint. Wheel, teak cockpit, instruments, VHF, 4 sails w/club jib. Large cruising inventory incl Avon dinghy, cockpit cushions, refrigeration, stove w/oven, awning, 2 battery banks w/automatic charger and more. Alameda berth. \$27,500/offer. (415) 493-4619.

CAPE DORY 30-FT SAILBOAT, 1979. Little use. Volvo dsl, bronze portholes, wheel. Buying a house. \$26,900. (707) 829-7694.

KINGSCRUISER 28-FT CLASSIC SLOOP from Sweden. Built in 1959. Beautiful mahogany and teak recently refinished. Low & sleek. Full cover, Volvo dsl, Glen Cove Marina in Benicia. \$9,000 or trade for RV, classic car, Vette, Porsche? (707) 935-7244.

OLSON 25-FT, 1988. Race inventory North. Deluxe interior, motor and safety equipment. Like new, used only a few times. Stored on trailer. \$20,000, offer/trade. Lee (916) 891-8736.

30-FT GLASS, full keel cruising sloop. She's done all the South Pacific and has a complete inventory for going again, including SatNav. Liveaboard okay. She's in the Bay Area. Call (206) 293-2328 for description.

PEARSON TRITON 28-FT. Sausalito built, good condition with El Toro sailing dinghy. \$13,700 or b/o. (707) 963-4558.

YAMAHA 25-II, 1978. Excellent condition, reliable clean i/b dsl, stove, 5+ sails including spinnaker, fully equipped w/VHF, DS, KT, cushions to sleep 5 (crowded), extras. Highest quality, ideal Bay cruiser/casual racer. \$14,500. See at Emeryville. George (415) 772-6004 or 525-1935.

CATALINA 30, 1987. Latest deck and cabin design. Fully equipped cruiser. Furling jib, wheel, "T" cockpit, lg dsl, etc. S.F. berth. \$41,500. (408) 241-2020 or 371-5782.

SANTANA 525, 1982. Race rigged, loaded. 4 hp motor, trailer, located in Sacramento. Motivated seller. Call 1-800-552-8848 or (916) 452-7327 and ask for Kip.

CAL 2-29, 1976. Excellent condition. 30 hp Universal, wheel, spinnaker gear. \$25,500 or b/o. 453-6546.

"CHICO", 30-FT, 1971 Gary Mull design. Cold molded of Kauri wood. Sailed up from New Zealand in 1973. Stiff and fast with nice lines. 15 sails. 1981 9 hp Yanmar dsl. Excellent condition \$24,000. (415) 435-3640.

US 27, 1983. Excellent condition. Diesel, wheel, beautiful new interior with head & galley, VHF. Great all around boat. Perfect for Bay. \$18,500. 769-1893.

CATALINA 30, 1986. 25 hp dsl, Reckman roller furler, VDO depth & speed/log, VHF, stereo, battery charger, h/c pressure water, 6 Lewmar ST winches, cockpit cushions, leather wheel, cockpit canvas. Berthed Sausalito. \$39,000. Call (916) 562-0827.

PEARSON 28. Fully equipped incl 7.5 Evinrude, KM, compass, VHF, depth. Sleeps 4. Berthed at Brisbane. Only \$10,000. Call and lv msg at (415) 467-2785.

CATALINA 27. 4 sails, fully equipped. First \$9,000 sails away with a winner. Call days (408) 987-7474 or eves (408) 358-4144.

ETCHELLS 22, #275 with galvanized tandem trailer and full cover. Race rigged with extra sails. Can be seen in St. Francis dry storage. Asking \$12,500. Call Billy at (415) 441-0380 days or (415) 383-8445 eves.

TARTAN 30-FT, 1974. Atomic 4, North sails, many extras. Must sell. Call Hm: 948-9722 Wk: 967-6301.

NOR SEA 27-FT. Aft cabin cruiser. New 2 GM 20 Yanmar, shore power, trailerable. Excellent condition. Berthed at Bodega Bay (Spud Pt. E10). \$35,000 or b/o. Please call 6 p.m.-8 p.m. only. (707) 865-2739.

FERRARI BOATWRIGHT SERVICES

All marine woodwork.

Full shop and mobile services.

Dry Rot, Planking, Spars, Interiors Designed & Built.
453-5051

BOAT GRAPHICS WITH PERSONALITY!

In pressure sensitive adhesive vinyl / mylar.

From the simplest to the most elaborate we do it your way!

And you can afford it.

SeaScript (415) 651-7326.

MARINE SURVEYOR

JOHN HALLANDER, P.E.

• Sail and Power • Fiberglass, wood, metal • 40 years experience
• Free phone consultation • No travel charge • 24-hr. service available

Pt. Richmond (415) 237-8412

Serving all Bay and Delta Areas

Bethel Island (415) 684-2698

WESTSAIL OWNERS ASSOCIATION

Bi-monthly newsletter, rendezvous, Westsails for sale.

For more information contact: George Bachman
P.O. Box 112, St. Mary's City, MD 20686 or Call (301) 862-5626.
Dues for 1990 = \$15.00



DOUG SHOTTEN

MARINE SURVEYOR

P.O. Box 283, Pt. Richmond, CA 94807
(415) 235-6679

SAIL ALASKA

Sail the Fjords and wilderness of Southeast Alaska
Bareboat or Skipped Charters
Yankee 30 • Daily/Weekly/Rates
Waltzing Bear Sail Charters, 4600 Halibut Pt. Rd., Sitka, AK 99835 (907) 747-3608

OLSON 25, 1988. North racing sails, deluxe interior. Digital KM-log, compass, Harken genoa tracks, super faired hull and keel, VHF, o/b, trailer. Always dry sailed - Top condition. Located at Pt. Richmond. Ready to race/cruise. \$18,000. (415) 389-0208.

PEARSON 28-FT, 1986. Great Bay cruiser. Excellent condition. Pearson quality. Fully equipped: main/2 jibs/Lewmar winches/dual batteries-charger, dodger, stereo, radio, AWI, WS, KS-log, DS, dsl, wheel steering, hot water, shower, slps 6. Sausalito berth. Owner motivated. Nothing down, assumable loan. (415) 331-8366.

TRITON 28.5 Alberg design, Pearson built. 2nd place YRA racer 1989, active one-design class. Pretty boat. New rigging, standing & running, new boom, spreaders, jumpers, etc. Excellent racer/cruiser. Full keel. Great boat for all conditions. Many extras. \$11,500. Jimmy 731-2684.

RANGER 26. Good condition and an excellent Bay boat for any level of sailor. Spinnaker, 10 hp o/b, DS, KM, VHF, rigged for singlehanding. \$8,300 or b/o. Larry 521-5820 or 784-7046.

CAPE DORY 25, 1979. Full keel, brass portholes, teak cabin, VHF, DF, o/b. Very clean, excellent sails. \$14,000. (415) 620-2830/461-0510.

26-FT S2 SLOOP. Aft cabin. Great Delta boat. Shoal keel, ladder, screened cockpit tent, inflatable. Recent: Bottom paint, rigging check, rebuilt Volvo dsl. DS/KM/VHF/roller reefing/furling jib/gennaker/AP/2 anchors/propane stove/press water/lines aft. \$17,500. (415) 388-1367.

J-30, 1981. Excellent racer/cruiser. New racing bottom & newly painted mast. Yanmar dsl, 7 bags, Loran, Autohelm, knot/log, D/S, dual compass. \$31,500. Karl after 5:30 p.m. (805) 643-4331.~

CAL 31, 1979. Exc. condition. Loaded, all lines led aft, Volvo-Penta dsl, 5 sails. Excellent for individual or family sailing. \$39,500. (415) 523-4092.~

CAL 27. Well equipped boat with no hull blisters at last haul-out. Has new Evinrude Yachtwin o/b and/or new 2 cyl dsl l/b. Price negotiable. Call Bill at (916) 756-3860.

RANGER 26. In excellent condition. Equipped with 10 hp o/b, VHF, spinnaker and genoa sails, and refrigerator. Includes dinghy with 2 hp/o/b. \$10,000. Bill (402) 841-0650.~

CAPE DORY 27, 1978. Alberg full keel design. Exceptionally strong construction. Great ocean/Bay boat. Yanmar dsl, electronics. Clean, well maintained, one owner. Avon dinghy, large inventory, many extras. Only \$18,950. Reason selling: retired, moved inland. (801) 752-1055.~

ISLANDER 30 MKII, 1973. New standing rigging, new VHF, wheel, stove, DF, 3 jibs. Excellent Bay boat. Owner anxious - \$18,500. Call for list of extras D: 462-2210 E: 846-4512.~

CATALINA 30, 1981. Atomic 4 gas engine, VHF radio, DS, main and 110% jib, alcohol stove and oven, binnacle mounted compass, pedestal steering, cockpit cushions. Alameda location. Excellent condition. Asking \$28,000. Mike (415) 347-6752 or Rich (415) 521-9438.~

CLASSIC BEAUTY. 28-ft Cheoy Lee Sloop, 1972. Family cruiser, safety netting. Centerboard for shallow waters. Pedestal steering, 4 sails, 2 cyl dsl, alcohol stove, electronics. Teak deck and interior. Appraised \$31,000. Napa (707) 226-9002 eves.~

25-FT CHUCK PAINES DESIGN cold molded sloop. Built & sailed Canada, U.S., Mexico by owners. Flush deck, full keel, easily trailered. Everything required for Bay or offshore sailing. Must sell this Spring! \$17,000. Pier 39 14 - Derek 863-6587.

ERICSON 29. Outstanding. LPU topsides and spars. North sails, Hood furling, wheel, digital depth, wind and knot. Large cockpit w/table and cushions. Custom interior, stereo, charger, shore power, Delta awning, whisker pole, etc. Quality, Bristol cruiser. Asking \$19,500. 456-5489.

J-29. Race ready. 10 sails, 8 hp Evinrude o/b, actively raced and cruised on the Bay. The only English built boat on the West Coast. Unique and comfortable interior arrangement, galley sink & stove. The J-29 is an exciting boat to race, the fleet will challenge your racing skills, yet with spacious decks and cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd and 3rd in YRA season championships and is currently leading the 2nd half of the 1989 season. Join a great fleet. Moving, must sell! Low or no money down. Make offers. Call Andy 641-8323.

FORCED SALE - MOVING. Coronado 25. Exc. Bay cruiser, slps 5. Beefed up rigging, VHF, 6 hp Evinrude, 3 sails. Lots of fun. (916) 381-7028, Jeff.

30-FT CHEOY LEE BERMUDA KETCH. Beautiful classic cruiser. Just refurbished throughout. F/G hull and teak decks. Fully equipped and appointed, with fireplace, gimballed stove with oven, refrigerator, new upholstery and good sail inventory. Reduced for quick sale. \$22,500. Call (408) 779-9200.

SHIELDS ONE DESIGN. 30-ft, 1968 S&S design in F/G. 9 bags of sails, 1989 Nissan 3.5 hp o/b only used 2 hrs, full boat cover, Sausalito berth. A classic fast and graceful one-design. \$7,500. Eves 332-6503.

MODIFIED H-28 (30-FT). Great liveaboard/cruiser, well maintained. Teak cockpit, varnished cabin. "A thing of beauty and a joy forever." \$28,000. (415) 849-1766.

SUN 27 SLOOP. Robert Perry design. A roomy cruiser, well outfitted with a Yanmar dsl. We're two boat owners and want an offer. Asking \$17,500. 331-6874.

CLASSIC WOODEN BOAT. 26-ft Cheoy Lee Pacific Clipper, 1962. Varnished hull, new Yanmar dsl. Full keel, main, jib, genoa, spinnaker, radio, dinghy, Sausalito berth. Excellent cond., looks gorgeous, sails beautifully. Moving, must sell. \$11,000 or b/o. Ken Charles (415) 364-8350.

CATALINA 27, tall rig. Great Bay/Delta boat. Excellent condition. Club jib, Atomic 4, VHF, DS, KM, AM/FM stereo, propane stove with oven and more. Must see, must sell! Will consider financing. \$11,500. (415) 945-8393.~

CAL 9.2R - PERFORMANCE CRUISER. Purchased new 1985. Meticulously maintained. Dsl, 6 sails, VHF, wind, log, depth, many, many extras. \$39,500. (707) 642-5915/lv msg. Call with offer.~

CATALINA 27, 1986. Like new. Dodger, covers, swim ladder, VHF, KN, depth, AP, 110, 150, whisker pole, vang, lines aft, self-tail winches, 14 hp dsl. 2 boat owner must sell. Steal at \$22,900. (408) 267-3139.

HERRESHOFF DESIGN CHRYSLER 26 (late model). E-Z Loader trailer, swing keel, 6-ft hdmr, galley, head, slps 6. Great Bay boat, active fleet, Folsom Lake slip. \$12,950/offer. (916) 933-2497 eves.

32 TO 39 FEET

36-FT ISLANDER. Best in the fleet. Custom teak interior, Perkins 4-108, Autohelm 6000 gear driven, computerized navigational system. Meticulously maintained. Proven cruiser. Ready to go. \$45,000. Marina del Rey, CA. (714) 860-4321.

SANTANA 35 in Bristol condition. Mylar headsails, new 150%, 2 mains, 3 chutes, large nav center, Loran, new bottom developed to strict racing standard. Enjoy fast, fun, colorful racer/cruiser. Includes free delivery anywhere. Asking \$47,000 or make offer. H: (707) 938-3446.

32-FT COLUMBIA 9.6. Double-reef main, 110, 130, 150, spinnaker. Volvo dsl, sleeps 6, roomy 6-ft hdmr, teak cabin, galley, pressure water, VHF, compass, knot, depth, electric/manual pumps, shore power. Book value \$30,000. Leaving Bay Area, asking \$25,000. Urgent! (916) 823-0190.

36-FT CHEOY LEE CLIPPER KETCH, 1970. Offshore, proven, full keel. Rigged & masts epoxied '88. Dodger, refrigeration, wood stove, VHF, DS, KM, stereo, L.C., many sails. \$50,000. Real Estate possible. Cruising gear from anchors to SatNav available. Paul E: (707) 765-6307.

PANDA 34 CUTTER, 1985. Perf. cruiser. \$87,500. Exc. cond. Quality throughout. Fully insulated, all S/T winches, o/s primaries, B&G Homet pack inst./ICOM VHF/Loran/elec. windlass/3 anchors/AP/holdover ref./4-90 haul & bottom, SSF liveaboard. Must see. D: (415) 857-2429, N: 952-6651.

HUNTER 37, 1984 CUTTER. Swift & graceful sailing to weather. Cruise or liveaboard. Immaculately maintained. Separate cabins, sleeps 7, h/c water, shower, AM/FM tape stereo, stove/oven, headfoil, oversized self-tailing winches, VHF, Datamarine, WS, WD, depth, Yanmar 30, Sausalito berth. Best offer. (415) 435-2924.~

ALDEN DUNNIGAN 33 "Mimir". Built Myers/Serolian. Heavy strip planked, cedar/oak, cutter rigged, furling jib, located Santa Cruz C-10, dsl. Asking \$18,000. Must sell, make offer. Will consider trade. Elton Green, owner (408) 356-4511.

CAL 35, 1983. Well maintained. Roller furling, headfoil, full batten main, self-tailing, 32 hp dsl eng., Autohelm 3000, VHF, knot/log, depth, h/c water, shower, bottom sandblasted and painted. \$55,000. Phone Phil (415) 591-3563.

32-FT ERICSON, 1977. Perfect Bay sailer. Dependable, comfortable, fast and forgiving. Bristol condition. Repowered. New main, radio, gas stove, shaft and cutlass bearing, bottom paint, engine tune. Boat cover. Six (6) month free berth, Emery Cove Marina. Call (415) 831-3802.~

HUNTER 36, 1981. Need to sell. No down/late over payments & get cash back. Sausalito berth. (707) 224-2076.~

RAFIKI 35, 1980. Volvo dsl, AP, VHF, DS, KL, stereo, Alrex hull, teak decks, h/c water, stove/oven, oversize Barients, Oyster Pt. berth 11-48. \$59,000. (408) 867-9202. Bill, 19379 Via Real Dr., Saratoga, CA 95070 for complete description.

WESTSAIL 32. Factory built. Original owner. Documented. All white hull with red boot and light blue deck. Solid lead ballast. Brightwork immaculate. Dodger, bimini, cap rail covers, side panels. Brand new cruising spinnaker and full-cut yankee jib by Hood, genoa with whisker pole and working sails. Perkins engine with 105 amp alternator. Refrig., cabin heater, VHF, external phone, AC electrical, stereo, screened, sailing dinghy plus Avon inflatable, 2 large CQR anchors, new standing rigging. Mast, boom and underhull refinished 3 years ago by Svendsens. Ballena Bay. \$62,500. Call eves 8:00-10:00 p.m., (415) 277-9225.

FAIR WEATHER 39. Don't buy used in the low \$100's when you can have new! Unique unusual opportunity. Want a new, \$175,000 offshore Robert Perry performance cruising cutter/sloop for \$60,000 less than cost new? I'll consider trades (30 footer, CA real estate, antique auto) on my two year old dealer demo with essentially zero use to date. She has the best equipment list (Mercedes, Lewmar, etc.) and compares to Hans Christian, Tayana, Passport. Call Bill: (415) 636-4302.

SOVEREL 33, "Sting". Built by Pacific Boats and commissioned in 1988. PIYA category 1 ready. Eight '88 Sobstad sails, Micrologic 8000 Loran tied into the Signet SmartPak '88 Yanmar i/b, extra tanks, two spinnaker poles, epoxy bottom. \$55,000. (206) 892-8482.

***** MARINE ENGINE SURVEY *****

Physical Inspections, Oil Analysis, Photographic Ferrography, Computer Comparison, Written Reports, Purchase Surveys, Litigation Preparation, Departure Surveys
(415) 934-6159



THE NEW CAPRI 26

Super wing keel design
Sailaway \$17,995
(plus tax, license & options)
(916) 891-8736

FREE
FLEET
TRAILER

BRITEWORKS YACHT MAINTENANCE
Expert quality wood care. Varnish. Refinishing. Decks. Compound. Wax. Painting. Caulking. Cleaning. Lettering. Repairs. Maintenance Programs.
Serving the Bay Area 14 years • References • Fast, Reasonable, Work Guaranteed
(415) 454-3441

FRANK SAYRE - SHIPS CARPENTER

Specializing in dry rot repair, restoration, interior design.
Reasonable rates • References • Reliable
18 years experience
(415) 383-4407



NEW CATALINA 25

Trailerable wing keel
Sailaway \$17,995
(plus tax, license & options)
(916) 891-8736

LEARN COASTAL/OFFSHORE CRUISING SKILLS
among Santa Barbara's challenging Channel Islands! Unique opportunity to join instructors John & Randi Sanger - couple who've sailed 40,000 mi together - for a 3, 4 or 5-day personalized cruise aboard their 40-ft Valiant cutter, Grebe, 12th season. Brochure and schedule: EDUCATIONAL CRISING, P.O. Box 780, Santa Barbara, CA 93102 (805) 967-4700

ISLANDER 36. Winner at '89 Oakland-Catalina race (See *Latitude* Aug. '89). Beautifully maintained, cruise/race ready. Full electronics, AP, Loran, Harken roller furling, quickvang, dodger, many extras. Perkins dsl and complete epoxy bottom job. \$56,500. (916) 652-6386.

ERICSON 38, 1982. Excellent condition, well maintained, fully equipped. Universal dsl, Hood roller furling, Bariant self-tailing winches, Signet Systems 1000 & 1500, Apelco VHF, Ardic dsl heater, Simpson-Lawrence windlass, Adler-Barbour refrigeration and more. \$72,000. Call (415) 757-2914.

39-FT WRIGHT-ALLIED, 1977. Center cockpit ketch. Great liveaboard. Aft cabin, 2 heads, full electronics, AP, roller furling, dodger/bimini, Westerbeke 4108, solar panels, wind generator. Already in Hawaii, half way to your dream cruise. \$75,000. (808) 965-8002.

ISLANDER 32-FT, 1979. Beautiful condition. Westerbeke dsl, 185 hrs, wheel, 6'4" hdm, mahogany & teak interior, dodger, h/c water, VHF, depth, knot, beam 111", sleeps 6, 30 gal fuel, 52 gal water, Robert Perry design, just hauled, same owner. \$38,500. (707) 643-3862.

MORGAN 38, 1984 SLOOP. Like new. Teak interior, natural teak outside, Perkins 4-108 w/170 hrs, sleeps 8, phone, fridge, hot water, pressure, ample storage, comfortable liveaboard, VHF, depth, windspeed, KM, canvas, Avon. Redwood City berth. \$79,000. (408) 225-6009 eves.

PEARSON VANGUARD 32. Proven voyager - Mexico, Societies, Hawaii, etc. Vane, raft, anchors, windlass & chain, dodger, furled, SatNav, Yanmar, etc., etc. Set-up for singlehanding. \$27,000. (209) 431-8235 eves.

MOVE FORCES SALE! 1973 Coronado 35 w/dsl, dodger, 4 sails, new LPU decks and full liveaboard amenities incl. microwave, refer, color TV, etc. \$30,000. Write Ad: 316 Nicholson Ave., Los Gatos, CA for specs or call (408) 354-9575.

LANDFALL 39. Volvo 75 hp dsl, Vigil radar, excellent sail inventory and colorful sailing history. A great buy for someone who is handy. Many extras included. \$48,500. Contact: Jim Reed (415) 546-2630 or (707) 539-9212.

CATALINA 36, 1987. Great liveaboard/cruiser. Many extras and custom options. Excellent condition. Sobstad sails, Harken self-furling/tending jib, dodger. Universal dsl. Must see to appreciate. Call (415) 237-9668 for complete details.

37-FT GAFF KETCH. Heavy glass construction. Diesel power. This is a real deep water boat for the serious cruising sailor. An incredible deal for the right person. \$48,000. (415) 968-2921.

CHEOY LEE CLIPPER 36. "Flying Cloud". 1970, Bristol. 332-3721

BRISTOL 39 YAWL. Must sell. Classic lines. Ted Hood design. Berthed at Oyster Pt. Recent new Hood sails, rebuilt Westerbeke dsl, liveaboard/coastal cruiser. \$40,000 or b/o (willing to sell 1/2 ownership). D: (408) 721-4855/N: (415) 728-0155.

35-FT FANTASIA, 1976. New alum mast, new dodger, mainsail cover, propane stove, refrig, Edson pedestal steering, 5 sails, dink. \$45,000. (707) 462-1719 or (415) 234-8248.

HERRESHOFF NEREIA 36-FT KETCH. Hand-laid F/G hull, built 1981. Classic design in modern materials, custom traditional oak and mahogany interior. Fast proven cruiser. Perkins dsl, VHF, fathometer, Ham, AP. \$59,000. (619) 445-1324.

39-FT LIGHTWAVE 395 designed by Carl Schumacher. Built by Oyster Marine in 1987. Yanmar dsl. Race rigged with full sail inventory. Competitive record. Located East Coast. Agent in San Diego. (619) 543-1316. Steal for \$110,000.

SANTANA 35, 1982. Popular one-design racer/cruiser. Race ready w/new mylar 150, 2 mains, 3 chutes, Loran, VHF, stereo, Signet 1000/2000. Large cockpit, berths 8 for cruising. \$48,000 or make offer. Call days (408) 244-1700 ext 3135.

SECURITY IN NUMBERS. 1989 Slocum 37.1 full-keel hull, 27,000 lbs displ, Perkins 4-108, B&G Hydra 330 nav system w/fluxgate, 100 gals dsl/190 gals water/4 sails/Force 10 stove/3 Bowmar hatches/12 opening ports. \$154,000. 229-4790.

36-FT MASTER MARINER KETCH "Lahia", built 1940. S.S. Crocker design. Good cond., good liveaboard. VHF, depth, speedo. \$16,000 or b/o. Paul 388-2724.

ISLANDER 36, 1976. Immaculate. Full race, cruise, dsl, Hood roller furling, folding prop. Sausalito location. \$47,900. (415) 435-4933/883-4987 after 5 p.m.

RANGER 33, 1974. New main, 8 sails, Atomic 4, other accessories. A steal at \$25,000. See at Berkeley Marina. Call 753-6905.

CATALINA 36, 1983. Well cared for liveaboard/cruiser. Teak interior, 3 cabins, 3 dbl berths, refrig., 2 hds + radial drifter, self-tailing winches, Signet instruments, VHF, dsl, epoxy bottom, full cover & much more. \$58,750. Call Syd (415) 476-4085 or 331-5721.

TARTAN 34, Bristol. A classic Sparkman & Stephens design. Fully equipped for coastal cruising. Diesel, wheel, dodger, 5 bags, VHF, depth, knot, EPIRB, 4-man Zodiac with 2 hp, etc. \$37,000 delivered No. CA or will discount. (619) 224-4304.

33-FT CUSTOM STEEL CUTTER, 1983 Merritt Walter designed dbl ender. Tanbark sails, 32 hp dsl. Perfect for liveaboard or extended cruise. Extensive equipment list. Bristol condition. Take on supplies and leave tomorrow. \$64,000. Ken Katz D: 644-0146 E: 428-4023.

CATALINA 36, 1986. Fully loaded. Radar, Loran, dodger, stereo, VHF, CNG, roller furling jib, tricolor & strobe, cruising spinnaker, wheel pod instruments & lots of custom built extras. Must see. \$70,000. (408) 371-7266 or (408) 866-9220.

DOWNEAST 38, 1976 cutter ocean cruiser. Great liveaboard. AP, electric windlass, full dodger, fireplace, self-tailing winches, roller furling jib, VHF/RDF, press h/c water, dsl engine, refrigeration, LectraSan. \$60,000. Call Roy or Karen at (415) 456-8368.

FORMOSA 36. New survey on 1980 F/G cruising ketch. Sleeps 6 in spacious, airy cabin. Std instruments, Volvo dsl, dinghy, new paint. Possible owner finance, all reasonable offers considered. For specification list call (415) 284-4251 or (415) 548-1845.

EXPRESS 37, 1988. "Primordial Sloop". Last factory assembled Express, hull #62, North sails, Harken roller, Signet SmartPak. Immaculate. \$118,000. (415) 851-7065 eves.~

RAFIKI 37. Cutter rigged, diesel aux. Proven cruiser. Loaded: Dodger, radar, Loran, AP, Ham, Avon dinghy/9.9 hp Evinrude, plus. Boat currently in the Sea of Cortez - Start cruising immediately. \$85,000. (916) 422-0523.~

ALBERG 35 F/G CRUISER. Volvo 25 hp dsl. 10 sails, dodger, 4 batteries, 5 self-tailing winches, elect. windlass, washdown hose. 35 CQR/150' chain. VHF/DF/KM/AP/RDF/strobe, propane stove/water heater, cabin heater, pressure h/c water/shower, liferaft. \$39,000. (503) 863-5341.~

CAL 2-39, 1979 MODEL. Excellent condition and cruise ready. Diesel, dodger, windlass, Autohelm 3000, roller furling, h/c water, KM, DS, Datamarine, etc., etc. Price reduced \$9,000. 381-2872.

SWIFT 33. Cruising, liveaboard sloop. Lloyds register of shipping certified. Volvo-Pentadsl, h/c pressure water w/shower, propane stove/oven. Sails, 2 mains, 100% & 120% genoa plus Sutter radial headsail. Windlass, 6-man Avon life-pod, RDF, ADF, Loran C, Raytheon 55 radio, DS, wind instruments, knot log, interior teak/white cedar throughout. Many other extras. Owned & maintained by original owner. Some owner financing possible. \$60,000 or trade for property in Truckee/Tahoe area. (916) 587-8464 or (415) 331-7297.~

BENETEAU FIRST CLASS 10 "Tres Equis", 35-ft. Excellent S.F. Bay and ocean racer/cruiser YRA champion 1987 & '88, (4) spinnakers, (6) jibs, (3) mains, Loran, VHF, Signet instruments, Yanmar dsl, new bottom job 1/90. \$39,900 or ? Rick Lowrey, B: (415) 332-6262 or H: 453-9388.

35-FT CORONADO SLOOP, 1973. Tri-cabin, sleeps 6. Head/shower, h/c pressure water, AC/DC, refrigeration, stove/oven, 22 hp Albin dsl. Electronics, club jib. Well maintained, roomy, comfortable, seaworthy. \$32,000. Serious only call Napa (707) 226-3017/226-2663.

CATALINA 36, 1983. Larsen sails, main, 110, 1.5 oz spinnaker, Horizon maxi, VHF, Signet, digital, knot log, DS, battery charger, RDF, Kenwood stereo, 2 anchors, MOB pole/bouy, ARC strobe. \$48,000 or b/o. 381-6732.

OLSON 34, 1989. Commissioned Nov. Change in plans necessitates sale of nearly new yacht. In charter fleet at Berkeley Olympic Circle beginning 3/15/90. Good income potential. Will sell for \$65,000, includes full inventory and 10 year warranty. Lee (916) 891-8736.

FORMOSA 36. New survey on 1980 F/G cruising ketch. Sleeps 6 in spacious, airy cabin. Std instruments, Volvo dsl, dinghy, new paint. Possible owner finance, all reasonable offers considered. For specification list call (415) 284-4251 or (415) 548-1845.

CATALINA 34, 1987. Excellent condition. Fantastic Bay & Delta boat, has fast wing keel Roller furling, VHF, DM, KM, stereo, cockpit cushions, swim ladder, 2 anchors, spinnaker, etc., etc. Squeaky clean! \$59,500. (415) 689-2634 (916) 989-1816.

DREADNAUGHT 32. Serious cruiser. F/G hull. VHF, Loran, Volvo dsl, very low hrs, new epoxy bottom, 8-ft dinghy w/sail. \$31,000, make offer. (415) 849-9733.

ISLANDER 32, 1977. Sleeps 6 with beautiful all teak interior. New bottom job (no blistering) and repaired sails. Easy starting Volvo dsl. Great daysailing and coastal cruising. Use as second residence. Only \$32,000. (415) 469-9852.

CATALINA 36, 1984. Great recreational cruiser, perfect liveaboard, well maintained. 3 separate cabins, sleeps 7, beautiful all teak interior, 3/4 oz spinnaker, 2 headsails, easy starting 3 cyl Atomic dsl with low hrs, DC refrigerator, propane water heater, propane stove/oven, shower, stereo, VHF, KM, DS, RDF, tall rig, self-tailing winches, cockpit rigged, good ground tackle, epoxy sealed bottom. \$46,000. Ralph: 435-5550.

WESTSAIL 32 for \$30,000. This one custom built as Atkins Dragon design. Includes 5 page itemized equipment list totalling \$29,000 which goes for half price. Total \$44,500. For details of this proper cruising boat call (707) 226-8838.

ISLANDER 34 CRUISING SLOOP. Launched 1982. Extremely strong F/G hull. Volvo dsl/200 hrs. Hood roller furling headsail. Propane stove/oven. New digital VHF, upholstery, varnish, wind/knot meters, canvas, wheel steering. Highest quality woodwork. \$28,000 or b/o. 332-2468.

TARTAN 37 SLOOP. Well built, maintained performance cruiser/liveaboard. 3 headsails, spinnaker, new stove, upholstery, elect. windlass, Autohelm 4000. Dodger, dsl heater, Westerbeke 40, VHF, stereo, DS, KM, h/c water, self-tailing winches, more. Veteran TransPac. \$70,000 or b/o. (415) 235-5839.

DONRU MARINE SURVEYORS

Donald R. Young
Surveys & Appraisals

Serving the Central Coast and Bay
32 Cannery Row, Monterey, CA 93940 • (408) 372-8604



RESTORATION OF FINE CLASSIC YACHTS
2045 GRAND ST., ALAMEDA 415-522-4580

SPRING CLEANING FOR YOUR BOAT

Hire BOATWORKS for cleaning and detailing for Opening Day, Spring Racing or Cruising. We're the oldest boat cleaning and detailing business on the Bay. Insured, Bonded and Free Estimates. Call Terri at (415) 834-3990

SAIL THE SEA OF CORTEZ

\$1,750 Oct. thru May - \$1,500 June & Sept. - \$1,000 July & Aug.
41-ft Morgan Outisland ketch. Sleeps 7. 3 cabins, 2 heads. Fully equipped.
Can be crewed and/or provisioned. The Moores (707) 765-1960



EAST BAY SAIL CLEANING

One week on sail repairs.
Free estimates.
Bogart-Goring Sailmaker.
(415) 523-9011

SOLAR ELECTRIC POWER-SYSTEMS

- High energy battery charging systems
- Inverters - ultra high efficiency
- Solar panels - High output Marine
- Deep cycle batteries - standby power
- Watermakers, Generators, Refrigerators
- Complete reliable installation our dock

"Affordable Luxury" Since 1976 ENERGY TECHNOLOGY SYSTEMS (415) 634-1733

CAL 33. Possibly one of the nicest sailing boats of her type, "Wavelength" must be sold. A very capable racer and a comfortable cruiser. She has had numerous upgrades over the years. Please call for particulars. John (415) 939-3299.

CAL 35, 1980. Performance cruiser, spacious interior/outstanding liveaboard. Excellent condition, very clean. Dsl engine, dsl heater, dodger, windlass, radar, Loran, VHF, Autohelm 3000, Avon Redcrest, o/b, cruising spinnaker, h/c water, KM, DS, log, CB, Bruce anchor. \$72,000. (415) 969-9512, owner.

WESTSAIL 32. Factory built, well maintained cutter rig. Full sail inventory, new dodger, Avon liferaft, dinghy, B&G, SatNav, radar, AP, windvane, solar panels, VHF, propane stove, heater, electric windlass and lots more! Great liveaboard/cruiser. \$55,000. (415) 472-3094.

RANGER 33. Mull design racer/cruiser. Excellent condition. Only 3 years in salt water. Wheel, Atomic 4, heater, dodger, tall rig, many extras. Call for more information. \$29,700. Dan (408) 371-6681.

CAL 39, 1982 (Mark III Edition). Tri-cabin. Excellent condition, well outfitted for cruising. Pathfinder dsl 50 hp, Harken roller furling, self-tailing winches, dodger, full battened main w/lazy jacks, 2 jibs, extra main, VHF, Loran C, AM/KM stereo, Signet KL and DF, much more. A dream boat. Asking \$80,000. (408) 426-4670.

32-FT GILMER DESIGNED wooden sloop, loaded for cruising. Genoa, working & heavy weather jibs, Loran, Monitor vane, solar panel, weather cloths. \$30,000. Call 331-1610 after 5:00.

TARTAN 33 SLOOP, 1980. Fresh water boat berthed at Lake Tahoe. Fully equipped, self-furling, Scheel keel, S/T winches, spinnaker. Excellent condition. \$43,000. (702) 345-6363.

ERICSON 35. "Windswept". Great cruiser/racer. 13 winches, 8 sails, refrigeration, h/c water. Call for details. Call Glenn H: (415) 474-7759 O: (415) 561-2617.

VALIANT 32. Beautiful, well cared for cutter. New portholes, LPU topsides, epoxy bottom, pedestal steering, VHF, pressurized h/c water, Westernbeke dsl. Great liveaboard/cruiser. Earthquake proof. \$49,900. (415) 664-7563.

35-FT S2. Reduced. Interior of a 43-ft, maintenance of 35-ft. Designer teak interior, cored deck/hull with epoxy, 20 hrs on Volvo, Harken roller, North, VHF, Link 5000, 286/computer, microwave. Immaculate. \$85,000, all offers considered. Call 365-8521.

40 TO 50 FEET

GULFSTAR CUSTOM 40, Hood design, 1978. "Athena". Fast, elegant bluewater sloop. Custom teak interior. Teak toe rail and cockpit combing. Rod rigging, Perkins dsl, Loran, VHF, etc. Beautifully maintained. Santa Cruz. \$59,950 firm. By owner. (408) 462-2236.

41-FT STEEL SLOOP, 1987. 40 hp dsl, roller furling, complete electronics, Monitor vane, Avon sport boat, hard dodger, elect windlass. Proven fast cruiser - Winner Class D, 1989 Baja Race Week. Set-up for long distance cruising. Many, many extras! (415) 967-5223.

50-FT MOTOR SAILER, KETCH, F/G with full teak interior, corporation, 130 hp dsl, queen bed, 6'4" ceiling, outstanding liveaboard/berth. (415) 368-4224.

"POLARIS", 1927 42-FT KETCH. 50 hp dsl engine, mahogany Inter, cedar planking, teak decks, 12-ft beam, needs sails, gear box, deck work & TLC. It's been around the world 9 times. It's a classic! B/O. (408) 662-8750/688-9284, lv msg.

CORONADO 41, 1974. Nicest on West Coast. Large aft stateroom with huge bed. Two heads, shower, large galley, teak interior, dsl engine, radar, AP, electric windlass, roller furling headsail. Fully outfitted and ready to cruise or liveaboard. \$64,000. (805) 983-2248.

PETERSON 44 in Kauai, Hawaii. Ready for Tahiti. We did the hard part, got her here. Givens 6-man, SatNav, Loran, SSB, AP, brand new Perkins 4-108, Fatty Knees sailing dinghy and more. \$90,000. (808) 822-7065.

NORSEMAN 447 CUTTER. Back from So. Seas, ready to go again. Complete electronics incl. radar, weatherfax, sw radio, ref/freezer, dinghy with o/b, epoxy bottom, Aries, Autohelm, new main/storm sails, 250 chain, roller furling jib, spare parts, more. \$179,000. (415) 928-3680.

PETERSON 44 AUXILIARY CUTTER. Center cockpit, 50 hp BMW dsl, 125 hrs on engine. New paint top and bottom, new main, 4 jibs, spinnaker, 2 cabins, 2 heads, new interior, recently surveyed. \$85,000, no trades. Call (408) 779-6885 or (408) 779-9200.

42-FT CHEOY LEE CLIPPER, beautiful, fast Lunders designed ketch. Lloyds-110A specs, F/G hull, teak cabin and deck. Perkins dsl, 9 bags sails, new canvas, interior. Refrigeration, propane stove/oven, hot/cold pressure water, VHF, fathometer, stereo, windlass, more. \$84,000. (415) 851-0495.

PETERSON 44, 1977. Roller furling jib, new sails, beautiful condition, excellent survey, must see to appreciate. Interested parties only call (209) 474-8264. Estate sale \$95,000 neg.

CHEOY LEE 40 MID-SHIP KETCH. Lunders design, 1977. Beautiful and spacious. Perkins 50 hp dsl, 2 heads w/showers, 2 refrigerators, microwave, stereo, full galley, BBQ, teak interior and decks, dinghy on davits, new VHF radio. Priced to sell at \$69,000. Call (415) 331-0340.

HANS CHRISTIAN 43 KETCH, 1978. Well maintained liveaboard. Features: Refrig, radar, Autohelm, windvane, 3 anchors (chain rode), VHF radio, depth, 5 sails/main sail traveler, much more. Ready to cruise! \$120,000. (707) 557-3473.

PETERSON 44 CUTTER. Offshore cruiser & liveaboard. 2 staterooms, 2 heads, LPG stove & oven, 12 volt refrigeration. Radar, dodger, liferaft, EPIRB, 80 hp dsl, 3 anchors and much more. \$110,000. Days or eves call (415) 521-4310.

47-FT FERROCEMENT LIVEABOARD. Sunny, spacious cruiser with beautiful galley, microwave oven, propane stove, refreezer, full shower & tub, washer/dryer, oak panelled interior, fully furnished, 110/12v. Hull in excellent condition, exterior needs work. \$32,500. Call (415) 486-0147.

47-FT SPARKMAN & STEPHENS, built 1973. Teak decks '81, Hood sails '88. New engine/ Awlgrip topsides '89, now fully fitted, full B&G electrics, SatNav, Loran, VHF, self-steering, liferaft, dinghy - In fact, loaded! Best offer over \$75,000. (415) 326-8369.

41-FT MORGAN-OL SLOOP, 1973. 16 mi radar, AP, VHF, dodger & bimini, refreezer, dinghy & davits, Navico elex, rebilt 85 hp Perkins, many extras. \$70,000. (707) 226-8155.

47-FT CHEOY LEE performance cruising cutter. Perkins dsl, Benmar AP, Magna cold refrigeration, 9 bags incl 2 spinnakers, teak decks, Kenyon internal halyard alum mast & boom, mahogany strip planked over IPOL frames, propane stove/oven. \$42,000. Trades considered. 332-2468.

45-FT LOA, 34-FT LOD. Back from Mexico, S&S yawl. Graceful lines. Cedar on oak, depth, log, speed, SatNav, Autohelm, Perkins dsl, all equipment in good condition, liveaboard slip. Baby forces sale. \$26,900 or b/o. (415) 365-9257.

HUNTER 45 LEGEND SLOOP, new in 1987. As new now. 160 hrs on Yanmar 55 hp turbo dsl, Furuno radar and bottom finder, 7 Lewmar S/T winches, spinnaker rigged, 4.5 kw generator, m/w, VHF, Loran, refrigeration, stereo, TV, extra cabinets. \$120,000. 731-4956.

40-FT NEW ZEALAND SLOOP, "Defiance". 13,000 lbs cedar/kevlar/S-glass (WEST), launched at Lidgard Yachts Ltd., Auckland, 1982. 6 oz F/G skin, new Hulse rig and LPU topsides 1985-1986. New non-skid deck and Micron bottom 9/89. Complete cruising interior, dinette, galley, nav station, sleeps 6. B&G 190, Loran, SSB, VHF, stereo, AP, liferaft, 17 sails, Yanmar dsl. Cruise fast in style and comfort. Club race - IMS or PHRF. \$63,000. (415) 421-0174.

SEA TIGER 41-FT KETCH. Excellent condition and ready for cruising and/or comfortable liveaboard. Well equipped w/8 sails, incl roller furl genoa. F/G hull, teak trim, teak and mahogany interior, solid 1 1/2" teak housing, Perkins dsl, large salon, galley and head w/separate walk-in shower, Avon, full boat cover and lots & lots of equipment for cruising. A sacrifice at only \$69,000. Must see to believe! Call Rob at (415) 332-1177.

CLASSIC S&S 47-FT SLOOP. Fully equipped ocean cruising Mexico & Hawaiian vet. One of S.F. Bay's most beautiful & well constructed wooden yachts. To see her is to love her. Sips 7, lg cockpit, windvane, AP, electronics, many sails. \$67,500. 331-0907.

42-FT WESTSAIL CUTTER. Incl. desirable berth in S.F.-St. Francis Y.C. Marina. Solid & quick, this beautifully maintained classic cruising design is perfect for Bay or bluewater cruising & liveaboard. She is as comfortable at dock as she is at sea w/ 85 hp dsl, Loran, ST winches, roller furl hds, AC Inverter, hot pressure water, spacious galley w/ microwave, ext. teak trim/inter. teak & holly, & much more. Only \$125,000. You must see her to appreciate her. D: (415) 969-8890 N: (415) 493-6506.

51 FEET & OVER

55-FT STEEL SAILBOAT, 1988. W. German design, fast, nice. OM 352 151 hp Mercedes, generator, refrigeration/freezer, roller furling, full battened mainsail tall rig, big winches, radar, heating and more. \$185,000. 364-3632.

53-FT ROBERTS COLD MOLDED HULL, unfinished. Complete set of plans included. \$1,500. Call Gene (408) 263-7633.

118-FT LOA WOOD SCHOONER. Shipyard rebuilt 1980. New stem, horn timber, planking deck beams/deck and deck houses. New spars & rig 1984. New North sails 1989. Roller furling headsails, aluminum gaffs & electric halyard winches, cat dsl power, 2 dsl gensets, hydraulic pumps & anchor windlass, full electronics, loaded w/tools, spare parts & safety equipment. Lying Vancouver, B.C. Offers to \$349,000 U.S. Full particulars from Capt. Brian (604) 937-0476. 2638 Rogate Ave., Coquitlam, B.C. V3K 5S4.~

CLASSICS

41-FT S&S YAWL, 1961. Dbl planked, mahogany/oak, bronze floors, Volvo dsl, new fuel tanks & cockpit, 1 1/2" teak cabin sides, wood/propane stoves, sound hull, no leaks, VHF, marine stereo, dinghy, motor, portable generator. \$50,000. 798-4392 msg.

MARINE MECHANIC

15 Years Experience

Gasoline & Diesel: Inboard & Outboard
Reasonable Rates • Quality Work
Bob (415) 472-1972

MOORINGS DISCOUNTS

Owner of a Moorings 37 leased to the Moorings can give discounts on charter fees at all Moorings Bases. Limited owners time is available at reduced charter rates. (408) 739-5017

NAN GRAY

Stitches

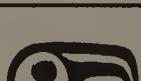
(415) 893-4238

Marine Canvas

Cushions Dodgers Covers Custom Interiors Repairs

MIKE PYZEL, MARINE SURVEYOR

Mast top to keel inspection & appraisal for vessel purchase, finance, insurance, voyage preparation.
Serving Southern California since 1978
(805) 640-0900



EAGLE TOW BOAT CO.

Yacht & Boat Towing to 50 tons or 100'
Yacht Maintenance • Yacht Deliveries
For EAGLE TOW Call: (415) 237-8045

INSTRUCTIONAL CRUISES WITH MIKE PYZEL

Learn heavy weather sailing, anchoring & more on 3 & 4 day, personally tailored Channel Islands cruise. Join Solo TransPac and TransAtlantic skipper Mike Pyzel for the finest professional, private instruction. Brochure & schedule. Pyzel Navigation, P.O. Box 4217, Santa Barbara, CA 93140 (805) 640-0900

48-FT CONVERTED NORWEGIAN fishing trawler, built 1919. Ketch rigged, tanbark sails, 4 cyl Dohrman, controllable pitch propeller, Trunnel fastened pine, structurally sound, needs work. \$35,000 or b/o. 495-0869 eves.

AL MASON DESIGN traditional gaff ketch, built in Maryland by Jim Richardson in 1968. Excellent condition. Very pretty and recent survey. Lots of cruising gear and spares. Ready to go again. A very special boat. (916) 777-6784.

MULTIHULLS

SEARUNNER 37. Must sell. \$30,000 or b/o. (916) 927-1173.

25-FT PIVER MARINER. Professionally built, new full batten main, new 6 hp Johnson, new bottom. In good condition. \$5,000. (415) 236-4390.

38-FT OFF SOUNDING CRUISING trimaran, Brown design. The perfect tri for cruising or for liveaboard. Professionally built with 95% restoration completed. Ketch rigged, like new sails, roller furling jib, dsl, VHF, DS, KM, stereo, new dodger, 3 burner stove w/oven, ice box, safety devices, ground tackle and a lot more! Moving, must sell! \$33,000. Will be reduced at least \$1,000/month until sold! John (408) 246-3088.

BROWN 31-FT SEARUNNER. Probably one of the best built & rigged Searunners on the West Coast. Fully equipped. The price has been lowered by \$6,500. This is a steal at \$20,000. Call Scott (415) 726-2282.

31-FT SEARUNNER. WEST System, Cranfield sails, drifter, 9 winches, much more. Documented. Sailed to Hawaii. Now your turn. \$19,500. (408) 736-1252.~

SEARUNNER 31. Yanmar dsl, wheel steering, 7 sails, 7 winches, solar panel, propane stove. Well built and equipped for cruising, liveaboard. Dinghy with o/b. Berthed in Santa Cruz, sublet available. \$31,000. (408) 458-1724.

32-FT TRIMARAN. Piver Nimble with pilothouse, swim step. Full batten main, 3 jibs, spinnaker. Sleeps 4, liveaboard. Propane stove, refrigerator, lights, electronics, 4 Arco solar panels. Yanmar 12 l/b, wheel steering, 3 anchors. Berthed North of Novato. Asking \$27,000. (707) 829-3428.

CRUISE NOW! This very nice 31-ft Searunner trimaran is waiting for you in La Paz. A proven ocean cruiser. Equipped with VHF, solar power, sailing dinghy, new Datamarine digital depth, speed, temp and log. Draws 30" with board up, 6.5-ft with board down. This boat really sails. Or park it on the beach. Comes fully stocked with food, charts, limes and tequila. Round trip airfare to La Paz deductible from purchase price. \$25,000. (415) 865-3510.

TRADEWIND 25-FT TRIMARAN. Commercial molds with main hull already glassed. Free for the taking. Bill (916) 756-3860.

31-FT SEARUNNER TRIMARAN. Hulls with complete set of construction plans. \$1,500. Call Gene (408) 263-7633.

SEA OF CORTEZ, MEXICO VETERAN. Fast, safe, unsinkable 37-ft Searunner trimaran, cutter rig, 1980 model. Volvo dsl l/b, Lefiel aluminum mast, Bomar hatches. Fresh water moored, replacement cost \$120,000. For sale: \$65,000. Call (916) 372-0260 for appt.

TRADE

WILL TAKE YOUR 38 TO 40-FT 1985 or newer sloop as partial payment for 4 bdrm, 3 ba home in Mill Valley. Eves 883-5769, Bob.

COLUMBIA 23, 1975. Out of the ordinary Alan Payne design, dry and stable. Sleeps 4, Shoal draft, lead keel, VHF, KM, Johnson 6, etc. Excellent boat. Trade for good 4x4 truck or sell for \$5,200 or b/o. (408) 353-3555.

FISHING BUSINESS FOR SALE or exchange for property in Bay Area or CA. 40-ft F/G boat, Cummins dsl, 12 months season. \$125-\$150,000/make offer. Call (415) 453-2075 after 6 p.m.

LARGE HOUSE NEAR LAKE MERRITT in Oakland in need of TLC. Has 11 rooms, 2 1/2 baths, 1/2 basement and hot tub also is 2 story. I am willing to trade equity (\$130,000) to large sailboat or part. 835-9448.

POWER & HOUSEBOATS

26-FT CLASSIC WOOD power cruiser, built 1946. Fresh & clean. Well cared for. No haggle price: \$8,500, might finance. (415) 331-2393.

38-FT MATTHEWS, 1934. 6 cyl Nissan dsl cruiser, low hrs. Refastened 1970. Good survey. Propane range/oven, modern a/c system, h/c pressure water, 110/12v refrig., new batteries, charger, 4 new portholes, new solar vents, new canvas. \$17,000. (415) 592-7059.

21-FT BAYLINER CRUISER, 1977 model. Good condition. Inboard V-8 gasoline engine. Berthed in San Rafael. Reduced to \$7,500. Phone (415) 924-1609 or 456-5231.

36-FT CHRIS CRAFT SEDAN cruiser, 1960 model. Beautiful condition, fully refurbished, two l/b V-8 gasoline engines, varnished plank decks, shower/lav/head combo, sink w/ hot & cold water, 4-burner cook top & oven, depth gauge, emergency radio, radio/tape. Berthed in San Rafael. \$35,000. Call (415) 456-5231 or (415) 924-1609.

36-FT SILVERQUEEN HOUSEBOAT, 1976. Flybridge, 255 hp Mercruiser, many extras. Sharp! Well maintained. Delta/liveaboard ready. All offers considered. (408) 377-1246.~

COMMERCIAL FISHING VESSEL, "Miss Anne", 1954. 40-ft wood, Northern style Salmon troller. Good condition, Salmon permit. \$50,000 value, trade up or down (cash + or -) for? P.O. Box 2195, Fort Bragg, CA 95437, (707) 964-8028.

32-FT TOLLYCRAFT, 1966. Refrig., propane stove, hot water heater, lots of storage, twin 220 Grey Marine engines, Delta canvas. Excellent liveaboard. Call 331-1610 after 5:00.

14-FT RUNABOUT. F/G with steering, controls and trailer. Boat \$275, trailer \$200. (415) 331-6059/331-3739 eves.

36-FT DBL ENDER TRAWLER. Excellent liveaboard. Perkins dsl powered, Onan 7.5k dsl generator, Deccaradar. Excellent condition. \$41,950. (415) 365-9486.

PARTNERSHIPS

YANKEE 30 MARK III cruiser featured *Latitude 38* October. Upwind Emeryville berth. Professionally maintained. Large experienced sail inventory. Newly rebuilt Atomic 4 engine. One fourth share for sale. \$4,000 plus \$150 per month. Call Mike 938-2153, eves.

MARINA GREEN BERTH #671, Gate 33, San Francisco, reserved boat owner parking, Columbia 26 MKII, 7.5 hp Honda o/b, alcohol stove, ice chest, sink, head, canopy, full cover, 2 jibs, genoa, spinnaker, sleeps 5. 1/2 Ownership \$5,000, boat and berth. Roger (415) 930-6293.

1/4 INTEREST, CATALINA 27. Great Sausalito berth. \$3,000 plus \$100/month. Experienced sailors only. (415) 923-3243 days (415) 454-0883 eves/wknds.

CAL 24, 1974 berthed at Kappas Marina, Sausalito. Good condition, good sails and o/b. Three partners want 3 more to share boat. One sixth interest for \$1,500 plus \$40 per month for berth and maintenance. 388-9326 or 924-5314.

\$1,000 + \$50/MONTH buys a 1/3 partnership in Gary Mull designed Newport 20 berthed in Berkeley. Recently hauled, new sails, VHF, compass, head. Lightly used. Monthly fee covers berth, insurance, some maintenance. Call Bob 548-5610.

1/2 INTEREST IN ISLANDER 26, 1977. New sails, l/b, electronics, S.F. berth. Excellent condition, just hauled. \$4,500 plus \$80 per month berth fee. Call Ron at 826-0527.

CATALINA 34, 1987. Excellent condition 1/2 interest available. Fantastic Bay & Delta boat, has fast wing keel Roller furling, DM, KM, stereo, cockpit cushions, swim ladder, etc., etc. Very personable partner staying with the boat. I'm buying a liveaboard. Stan (415) 689-2634.

RANGER 23, located in S.F. Marina berth. Looking for partner to participate as active crew members in YRA one-design races on S.F. Bay. Liberal cruising rights available. \$2,500 investment & share of monthly expenses. Call Glen (415) 922-5231.

CHEOY LEE OFFSHORE 27, 1970. Inboard dsl, new sails & rigging, VHF, sleeps 4 or more, lovely classic boat. Original owner wants 1/2 share partner. \$7,000. Richmond Yacht Club berth. (707) 763-2275.

1/2 PARTNERSHIP AVAILABLE for 1988 Catalina 30. Roller furling jib, dodger, 25 hp dsl, SL 160 Fastpak, more. \$4,000/offer. If you desire a responsible partner and a comfortable boat in excellent condition call (408) 354-1754.

CATALINA 30. Flexible time share. Pier 39, San Francisco. Clean boat, new dsl, ready to play. \$225/month. 731-4956.

CATALINA 30, 1981. For sale: 1/2 interest available. Atomic 4 gas engine, VHF radio, DS, main & 110% l/b, alcohol stove & oven, binnacle mounted compass, pedestal steering, cockpit cushions. Alameda location. Excellent condition. Mike (415) 347-6752 or Rich (415) 521-9438.

SPRING IS COMING - GRAB THIS DEAL. 1980 San Juan 34 sloop. Sausalito berth, new sails, wheel steering, dsl, h/c press. water, full galley, sleeps 6. Fast & stable. \$1,500 buys 1/2 ownership. \$385/mo. Call Greg (415) 341-4100 x203 days, (415) 566-7375 eves.

1/3 SHARE - COLUMBIA 30. Excellent condition. Palmer 27 hp gas, 3 jibs & spinnaker, VHF, knot, depth, stereo, new interior, Sausalito berth. \$5,000 + \$110/mo. (415) 331-7073.

CAL II 25-FT. Good condition. Sausalito berth. 5 sails w/spinnaker, dsl power, VHF radio, stove, head, sleeps 5. Two 1/4 shares available. \$500 buy-in plus \$125/mo. Alan W: (916) 455-6426 H: (916) 739-1214.

CAL 31. Good condition. Alameda berth. 5 person in group. Experienced sailors or willing to learn. \$175 per mo. paid quarterly covers all. Call Mike or Loma 865-5147.

HUNTER 37. 1/4 share avail for responsible person. Well equipped: Radar, dodger, dsl, AP, roller furling, dinghy with 8 hp motor, shower. Great way to own & have fun on Bay. \$2,400 buys 1/4 share. \$300/mo includes slip/boat payment. Tiburon berth. Bruce wk: 543-8666 or hm: 435-5626.

SAIL A 32 C&C

The least cost access to a good sailboat is by chartering. Boat available out of Fortman Marina, Alameda. For charter by the day to experienced skippers. Call (408) 253-0357 evenings

SEVEN SEAS YACHT CHARTERS

offers hundreds of fine power and sailing yachts for a Caribbean or Mediterranean cruise tailored and catered for you. Elegant cuisine, personal service, surprisingly affordable. Call (800) 346-5355

NORTH BEACH MARINE CANVAS

IN SAN FRANCISCO 543-1887

- Custom canvas, cushions & repairs
- Dodgers by Island Nautical from \$800
- Inner-spring mattresses by Dean Douglas
- Waterproof cushions by Bottom Siders

CALL FOR FREE ESTIMATES

ALAN OLSON ALL MARINE SERVICE

Electrical - Carpentry
Rigging - Mechanical
Plumbing - Charter - Deliveries
(415) 331-1282
(415) 331-9126

THE JOURNEYMAN

✓ Major & Minor Repairs
✓ Systems Installation
✓ Electrical & Mechanical
(415) 461-5487

A COMPREHENSIVE SERVICE FOR YOUR FINE YACHT

- ✓ Certified Diesel Mechanic
- ✓ Wood & Glass Fabrication
- ✓ Marine Finishes
(415) 461-6369

PART TRADE

One of Northern California's oldest taxi businesses. \$4,000/mo. guarantee. 55-ft mobil w/shop, 2 lots, city water/sewer. \$85,000/partial trade? for 30-ft or larger mono, 40-ft or larger trimaran. Consider home-built cross-tri., 40-ft or larger. (916) 235-2121 or 926-2223

BERTHS & SLIPS

50-FT SLIP AT PIER 39 on "F" dock in the East Side Marina. Great location—Great price! \$40,000. (408) 247-9324.

PRIME BENICIA MARINA SLIP available May, June, July & Aug. Port/stbd docks, water, electric, phone. First/last mo & elec. (707) 746-8679.

MISCELLANEOUS

CALVERT CORRESPONDENCE SCHOOL courses, 5th & 8th grade complete, barely used. \$370/new, sell for \$270. 3rd grade used but usable, \$345/new, sell for \$200. (408) 655-1976.

FOR THE MAN WITH EVERYTHING - Steel furnace, 7 ton capacity, gas 1.8m. B.T.U., brick lined firebox, low-tech. valving, portable/movable. \$800. Ideal for weavers of F/G, formulators of resins, makers of keels. (916) 925-5857 after 7 & wknds.

VERY SPECIAL OFFER! SatNav, new (in sealed box), 25% off. Spinnaker pole, 12-ft Nicro-Fico, new (in sealed tube), 25% off. Dodger for 30-ft boat, used but great condition, offers. Call (415) 726-2560.

TELL US YOUR STORM STORIES. Producers of sailing documentary looking for good heavy-weather stories and/or video tape of storm condition at sea. Share your stories with national audience. Contact (415) 332-1572.

WEBASTO DBW 2010 dsl forced air heating system, incl 3 MSR DD 6000 BTU heaters, 1 fan heater, 4810 pump, 1200 MP pump, 3 thermostats. Never installed, still in boxes. A \$3,000 value, serious offers only. 526-8399.

MAST & BOOM with mainsail. Mast 35.5', Main 31.66'x12.25', Boom 12.75'. \$1,200. Call (415) 332-4104

MAST/BOOM/MAIN/FURLING JIB. Mast 51.5', Boom 14.5', Main 40'x14', furling jib-46.0'x16.50'. \$2,500. (415) 332-4104.

BOOM/MAINSAIL. Boom 16.5', Mainsail 48.00x15.40, 9.5 oz., with 3 reefs, near new condition. \$2,000. (415) 332-4104.

13-FT SPINNAKER POLE w/deck attachments, like new, \$275. 16' wooden boom w/roller furling, best offer. Danforth type anchor w/100' plus of 1/2" line, \$75. H: 883-0602 W: 777-8955.

GREAT PROJECT: 25-ft new F/G Nordic Folk-boat hull. In building cradle. Cabin and cockpit sole, wood bulkheads and laminated deck beams installed. Dark blue hull with white bootstripe. Make offer as is - \$ or trade. (415) 522-2705.

BALMAR DCM 2000 battery monitor system. Brand new, still in the box, complete with shunts. Over \$700 retail - \$450 buys it. Call Jerry (415) 332-3126.

AUTHENTIC SHIP'S WHEEL. Original from India Riverboat. New, solid teak, 5 1/2-ft diameter, heavy, approx 120 lbs. Cast iron hub, brass cap. Excellent condition. Ideal for display or make into table. \$900 or b/o. (415) 626-1602 days.

1,000 BOARD FT of Honduras mahogany, 2,000 board ft of sealed Sitka spruce. Kiln + 5 yrs air dried. Wanted: Chrysler 5 hp model 52 carb., parts, engine. Need: P & O, reduction gear for Detroit dsl. 365-8521.

WESTERBEKE 60 DSL, 54 HP. Complete motor disassembled. Block, head, crank & piston all check and ok. New injector nozzles and over-hauled Injector pump. \$1,500. Will sell individual parts. Also: Ice box Insert for 17-ft Whaler Montauk, \$50. (415) 548-1568 eves.

GARAGE SALE IN A BOAT. Cruising gear and spares for Volvo MD2B. Saturday, April 21st, berth A738, Sausalito Yacht Harbor.

BRAND NEW LAM MAINSAIL, ordered for an Cal 2-34, never used. Luff=35'6", foot=10'10", 7.5 oz cloth, 192 sq ft, two rows of reefing points, 1 Cunningham hole. \$775. Please call Bud at (415) 342-5625.

CAN YOU HELP US? The Marina High School class of 1980 from San Leandro, CA will be holding their 10 year reunion this summer. Locating people is difficult! If you know a classmate please give them the info from this ad. If you are a classmate and would like to attend, please contact: Colleen at (707) 553-2725 eves or Ricky Hurtado (415) 483-4892, lv msg.

USED GEAR

OUTBOARD, EVINRUDE, 15 HP. Less than 20 hrs. Shortshaft, like new. \$1,000. (408) 745-7480.

SAILS: Full battened mains, 2 ply 6.5 oz. by Hood. Excellent condition. Luff 59.25', Foot 18.5', 2 reefs, 8 battens, \$2,850. Luff 50', Foot 15.25', 3 reefs, 7 battens, \$2,200. Working jib, 2 ply 5.5 oz. by Lidgard, 66' luff, 21' foot, 61' leech, \$1,800. Steve Dashew (805) 646-1483.~

8 LIFE PRESERVERS. Adult model 3 Kapok, USCG No. 160.002/78,70. \$200. (408) 998-0934.

DECCA 050 RADAR. Complete, good condition. \$300 or b/o. (408) 335-2580.

DAVIS MARK 25 SEXTANT. Pelorus, artificial horizon, star finder, HO249, celestial home study course, \$125. Panasonic RF2200 shortwave radio, \$75. Atoms windvane self-steering gear for tiller or wheel steering for up to 35-ft boat, spare servo blade, \$650. 656-3901.

MAST LAFIEL, 45-ft tapered, 14-ft boom, \$750. Transmission Borg Warner, reverse rotation drop center, 2:1 ratio low hrs, \$750. Rudder shaft s/s 1 7/8" diax45°, \$150. Prop shaft s/s 1 1/4" x 7", \$75. Call Robbie (916) 544-0580 or (916) 371-4874.

1989 NISSAN GENERATOR, 1600 watts, has only 4 working hours on it, \$550. Call Tom (707) 746-7740.

ZIG-ZAG SEWING MACHINE. Hand-crank for use at sea, AC motor for dockside use. Heavy duty, sews 8 layers of canvas. Sails, canvas or general sewing/mend. Ship anywhere. Call now, won't last. 1st \$295 cash takes it. (714) 974-8494.

NORTH SAILS FROM NOR SEA 27. Main: 31.5' luff, 12.25 foot, 33' leech, 3 reefs. 100% jib: 35' luff, 31.3' leech, 10.5' L.P., 1 reef. New Rainbow gennaker: 37' S.L., 35.1' leech, 16.8' L.P. Also US sails: main, 100% jib, 150% genoa, new storm jib. Alan D: (415) 365-7046 E: (415) 343-3514.

MISC GEAR: Stainless sink, 4-ft heavy duty cabintop traveler with car, alcohol stove and tank, teak doors, 8 x19 swaged shrouds from 48-ft mast, jibs-48.2x18.1 feet, 45.1x13.5 feet, restitched main-41x11.5 feet. (415) 968-4550.

ANCHOR CHAIN, 3/8"x300'. Excellent condition. \$450. 381-2872.

PACIFIC CUP SPECIAL: SSB \$1,050 firm. Antenna for SatNav \$200. Used in 1986 Pacific Cup Race. (408) 377-5207.

SANTANA 22, new main and 120% class lapper, by North. All goodies were added when these racing sails were constructed. (415) 947-1970.

APELCO DXL 6600 LORAN (complete) microchip model, \$750 ono. West Marine inflatable 8.6' sportboat, \$400. Both in excellent condition. Misc gear for Catalina 38. Returning to New Zealand April 9th - Call (415) 369-3855.

FAMET FURLING SYSTEM, \$600. Autohelm 2000 AP, \$500. 3' telescoping whisker pole, \$300. 25lb CQR, \$250. 35 lb CQR, \$300. 275' 5/16" P.C. chain, \$300. Tamaya Spica sextant, 4x40 & 7x35 scopes, \$800. 8-ft F/G dinghy, \$400. 5 hp British Seagull w/clutch, \$500. All like-new - never used. Call Gene (408) 263-7633.

SAIL FOR SALE. Dacron jib - #3 built for Irwin. Hank on - approx 7 oz., 284-ft2, luff 37'6", foot 16', leech 35'6". Practically new - No wear. Over 50% off new price, asking \$600. Call 456-9450.

SELF-TAILING LEWMAR #16 aluminum winches. Two available: \$150 each or \$250 for the pair. (415) 523-2580.

SPINNAKER - North, tri-radial, 3/4 oz., brand new, used twice, for Cal 31. \$2,000 for \$1,200. For boat with l=41.50 & J=13.42. (408) 758-9700.

WANTED

LEASE OR TRADE! Experienced Yachtsman/physician seeks well maintained 45-ft+ liveaboard (pref. sail) July/Aug '90 while working at Stanford. Lease or temp house for boat trade with responsible party (4 bdrm, San Diego view home, walk to bay or ocean.) (619) 224-4829, references avail.

SINGLEHANDED TRANSPAC RACE entrant looking for house-sitting situation or inexpensive rental for April, May, June 1990 in Bay Area while preparing boat for race. References available. Reply: "Lunasea", P.O. Box 2298, Friday Harbor, WA 98250 or (206) 378-4046.

ONE WEEK BAREBOAT CHARTER in Hawaii, Sept 4-11. Catalina 30 or similar boat preferred. We are an experienced sailing couple who will sail it like our own. Also interested in a week of Hawaii beach front condo. (415) 637-0736.

BERTH FEES PLUS INSURANCE in exchange for your 24 to 30-ft sailboat. 4 days a month. San Francisco or Sausalito. (415) 346-6448.

LIVEABOARD WANTED. Responsible, non-smoking woman, recently returned from Australia, looking for houseboat or liveaboard (sail or power) with marina facilities. Will pay slip fees and tend your craft. Your boat will never have to leave home. Please call Lauren 567-2219.

LIFERAFT, 4 or 6-man offshore (canister); spinnaker pole, at least 14'8" length. Rick (408) 425-1166.

INFLATABLE, 10-ft sportboat. Outboard motor, 8-10 hp. Liferaft, 4 man. Electric AP, Autohelm 2000. (209) 728-1527.

CRUISING GEAR: Monitor vane, Avon liferaft, Avon 2.80, metal sextant, GPS, EPIRB, 22 lb Bruce, 45lb CQR, Pacific charts, 14.5 foot spinnaker pole, Blipper, solar panels, trolling generator, celestial calculator, clock/barometer, lifesling, pressure cooker, etc. (415) 968-4550.

30 TO 36-FT BABA OR HANS CHRISTIAN. 5 yr leave w/option to buy. Open to creative financing by owner. Excellent credentials. (916) 635-3455.~

CATALINA 30, early 80's vintage, up to \$25,000 cash. D: (415) 263-4916. After 4 p.m., (707) 557-4238, ask for Gary. No dealers please.

SAIL THE SAN JUAN ISLANDS

Charter a Passport 40 Sailboat - Fast, comfortable 40-ft sloop. Dinghy, dodger, full instrumentation, roller furling headsail, two private staterooms, head w/shower, refrigerator, VHF, stereo, propane stove w/oven and much more. Call George (206) 821-1208

HAWAII INTERISLAND SAILING

Adventure sailing or relax and be pampered on luxury 44-ft Whistling Swan. Private staterooms, large shower. Scuba, snorkeling or hike secluded anchorages. Sail Lessons • Gourmet Meals Brochure: Swan Charters, Box 1350, Kaunakakai, HI 96748 (907) 892-6899

Harriet's Sail Repair

771-8427

2041 Taylor St SAN FRANCISCO

MARITIME ATTORNEY

Resolving warranty, purchase/sale, foreclosure, charter, construction, accident and tax problems since 1960. Practical sailing experience counts...over 40 years racing/cruising from Mexico to Canada. William E. Vaughan, 17 Embarcadero Cove, Oakland, CA 94606 (415) 532-1786

JUSTIN THYME Services

revival you won't believe, yacht quality paintwork, general maintenance. Professional, fast, economical. Accurate estimates, many references. Call today! 415/331-0723

WATERFRONT - OWN YOUR OWN RESORT IN MARIN

Deepwater dock, level grass lawn, gracious 3,600 sq. ft. redwood and glass hideaway. Includes 4 bedrooms, 3 1/2 baths, separate dining room, family room, 2 fireplaces, wet bar, storage and 2-car garage. \$549,000. Call Agent Joyce Moriarty at (415) 924-9555

SAILING VESSEL WITH COAST GUARD certificate of Inspection. Must be minimum 35-ft, maximum 50 gross tons and be certified for at least 12 people. I'll look anywhere on the West Coast. I will also consider a partnership. Price negotiable. (415) 689-2634.

AM BUILDING A 43-FT SAILBOAT. Am in need of propane 2 or 3-burner stove w/oven, 16' boom, Adler/Barbour refrigerator, winches and misc equipment. Call Gene at hm: (209) 952-7976 or wk: (209) 948-9185.

EXPRESS 37, SANTANA 35 OR EQUAL. To charter for summer and winter Bay racing schedule by experienced racing group. Owner participation optional. Call Chuck at (702) 825-7444 (9-5) or lv msg (702) 746-0626.~

CREW

MED CRUISER (15,000 miles) from California w/ own boat/income seeks lady w/own boat/income. We cruise Med/Europe in summer on my boat and cruise Bahamas/Mexico/???/states in winter on your boat. APDO. 1230...41080 Sevilla, Spain.

BEARDED, SO. PACIFIC VETERAN SAILOR, adventurer, entrepreneur, 42, attractive, non-smoker, laughs, smiles, communicates, has IQ over room temperature, references, now on 2 or 3 year Caribbean cruising sabbatical, looking for female crew, 25-38. Long or short term. Honest, pleasant, compatible company more important than romance. Share expenses. Photo and phone please and patience for reply as I'm somewhere between St. Thomas and Barbados, with the mail and I both running on 3/4 time. Rik, Box 954, Seathurst, WA 98062.~

TOM AND SHARON, (55 & 45), will crew with you, sharing work, duties and expenses - Swapping books and lies. Coastal and bluewater experience, n/s, n/d, but not too holy. Would love Alaska (even from Hawaii) or most anywhere. Time restriction: Sharon teaches. Call Tom at (408) 353-1665.

NO MORE KIDDING AROUND. Ready for serious change of lifestyle. 44 footer, almost fully outfitted. Ex-type A New Yorker desires to be ex-Silicon Valley, seeking adventuresome female co-captain type with cruising experience, not too young, not too old. Sense of humor more important than knowledge of celestial navigation, at least until power fails. Sail South or North when ready. (408) 926-2217. Remember please, some cruising experience.

BORN-AGAIN CHRISTIAN WOMAN with passion for sailing, music and sunsets desires to meet quality BAC man for all seasons of life. I am a SWF, 36, physically fit, outdoor/water sports oriented, adventuresome, creative, multi-skilled, self-employed & non-smoker. Can relocate. If you are a sincere SWM, under 45, 5'10", established, educated, professional, enjoys children, has healthy lifestyle, seeks mutual respect & communication in relationship, lets write (photo please). P.O. Box 1155, Haleiwa, HI 96712.

PACIFIC CUP - Can you use another crew member? I don't have enough vacation time for a round trip in my own boat but would really like to go. Reliable, honest, responsible, non-smoker. Craig (408) 739-1904.

FEMALE CREW WANTED. Depart S.F. Oct. for So. Pacific via Mexico & Costa Rica. Should be non-smoker, single, straight. Skipper has 25 years sailing experience. Call (707) 553-7760 or write: Crew, P.O. Box 12006-158, Vallejo, CA 94590.

WOMAN SEEKS OTHER WOMEN SAILORS. I'd like to crew on a woman owned/operated boat, short or long distance cruise, Caribbean or Mexico or other destinations. Ready this summer or fall. Can share expenses. Contact: Box 280, Helena, Montana 59624.

COME SAIL WITH ME TAHITI-HAWAII via remote Kiribati Islands, July-Sept., 20,000 mile skipper, excellent 40-ft sloop. Personality more important than experience. Interviews Sausalito, April. Send fullest particulars and photo to: Rothe, P.O. Box 907, West Palm Beach, FL 33402.

EXPERIENCED DINGHY SAILOR with keel-boat knowledge desires crew position. Will go anywhere, preferably Tahiti. Honest, dependable, non-smoker with good sense of humor. Contact: I. Leyda (209) 526-7210.

CREW WANTED: We are looking for crew for a cruise from S.F. to Brisbane, Australia via the So. Pacific aboard a 1990 MacGregor 65. Leaving around mid-June 1990 and arriving Sept-Oct. Please call (415) 283-7265.

CREW PERSON WANTED in April. 3 to 9 exciting days of harbor hopping Santa Barbara-South including Catalina. Good attitude more important than experience. Write with phone or address, I'll respond. P.O. Box 4977, Fresno, CA 93744.

NON-SHOUTING CAPTAIN, 58, in the Caribbean, seeks an adventuresome lady to join him on his 38-ft sailboat for extended cruising. Letter and photo, please. Capt. 15841 Cambridge, Mt. Clemens, Mich., 48044.~

CREW NEEDED on a 23-ft Bear boat for serious one-design YRA racing & practice sails. Boat in S.F. at So. Beach Marina. No novices. Must be committed for the season. Glenn (415) 333-2967.

COUPLE W/ULTRALIGHT RACING BOAT considering purchasing a heavy displacement boat, would like to crew on heavy displacement boat. Possible buyers. (415) 524-3467.

AROUND THE WORLD SAILING ADVENTURE! Yacht starting a sailing 2nd circumnavigation from St. Thomas U.S. Virgin Islands May 15, 1990. Mature, non-smoking woman to join crew of 4. Share cooking, watch keeping, general boat maintenance. Rm & Bd-modest salary. Personal references - General background. P.O. Box 701, San Rafael, CA 94915.

VACATION RENTALS

CAPE COD, SOUTH ORLEANS, PLEASANT Bay, private beach, 3 bdrm, 2 bath, all amenities. Secluded, quiet. \$950/wk July/Aug - \$550/wk June/Sept. Call John (415) 647-8684.

NON-PROFIT

ERICSON 27 OWNERS. There is a one-design fleet in the Bay. Cruising/racing/partying. We want to meet you. For more information call Ervin Dean (415) 494-0347 or write: E-27 Fleet One, 730 Liverpool Way, Sunnyvale, CA 94087.

SINGLE SAILING CLUB meets 7:30 p.m. the second Thursday of each month in Room 5, Lafayette-Orinda Presbyterian Church, 49 Knox Dr., Lafayette. Directions: Hwy 24 to Acalanes off-ramp. Right to Hidden Valley. Right to Knox. Information: 644-0809.

WOMEN SAILORS AND BOAT OWNERS. Women At The Helm is a lesbian boating club open to all women. Monthly land and sea events, pot lucks, charters and learning experiences. Call 525-6198 for info.~

BUSINESS OPPORTUNITIES

ESTABLISHED SAIL CHARTER CO. seeks to purchase older, reliable 34 to 37-ft Pearson, Cal, Columbia or like w/dsl, up to \$25,000 br seeks same for leasing. Also seeks 6-person licensed skipper with/without boat for sailing day charters. (415) 232-6114.



C. DOUGLAS GOTTL

Safe & Reliable Sailboat Delivery
Pacific Basin Only
Also available for crewing on proper boat

• (408) 227-6917

SEMINARS AT SEA PRESENTS: MEDICINE FOR MARINERS

Intensive, hands-on, physician-taught training in emergency offshore medicine for cruising & racing sailors.
Next course in April.
Call (415) 232-6114 for information.

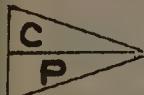
WESTWOOD
SAILS SAUSALITO

67 Libertyship Way, Sausalito 331-7137

SECOND ANNUAL MARINE SWAP MEET

Coyote Point Yacht Club, San Mateo

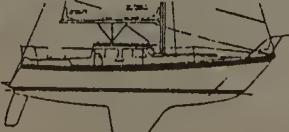
Swap or sell your surplus gear - Saturday, June 2, 1990 • 0700 to 1500
\$5.00 space reservation benefits CPYC Youth Sailing Program
Call Now! 594-9453 or 571-1773



OFFSHORE EXPERIENCE AND ADVENTURE!

Thinking of sailing offshore? Why not first find out if ocean cruising is for you by joining experienced voyagers John Neal & Barbara Marrett. Skills taught incl. coastal/celestial/electronic navigation, sail trim/cooking at sea. '90 itinerary - 6 legs incl. Victoria-HI/HI-Prince Rupert, AK/British Columbia-the San Juans. Details: Armchair Sailor, 1500 Westlake Ave. No., Seattle WA 98109 (206) 283-0858

PACIFIC YACHTS
413 Lake Avenue
Santa Cruz, CA 95062
(408) 475-5503
Contact: Chris Chrones



NEW GULF 29' CRUISER on display
• 3 Cylinder, FWC, 25 HP Diesel
• Inside and Outside Wheel and Controls
• Pressure System, Many Options
COMPLETE SAILAWAY ... \$42,750
Trade-Ins Considered

JOB OPPORTUNITIES

CLUB NAUTIQUE is hiring experienced, licensed sailing Instructors. We offer the most comprehensive program in the Bay Area, perhaps anywhere. The pay is competitive, boat use privileges are liberal and our curriculum is excellent. Call Gus Conklin at (415) 865-4700.

HELP WANTED/NAVIGATION CENTER. Navigator - part-time at navigation center in Sausalito store. Flexible hrs, must understand coastal & offshore navigation. Ideal for retired Navy or C.G. B.C. Navigation Center 331-6513, Bill or Paul.

WANTED: USCG LICENSED CAPTAINS to operate small passenger vessels in Saipan (15°15'N 145°45'E). Sport fishing, tour cruises & day charters on clean, well maintained, USCG-inspected vessels. Day work only. Desire skippers w/50-100 GT license but may allow right 6-packer to upgrade. Pay commensurate w/experience. Long term contract, benefits. Beautiful, tropical island. Well established business. If you are a friendly, reliable, safety conscious skipper looking for warmer climates please call (415) 523-3770 evens/wknds or 437-3884 (w) for more info., or send resume to: Saipan Sea Ventures, P.O. Box 1808, Saipan, MP 96950.

SAIL REPRESENTATIVES earn big commissions selling Gleason spinnakers, main & genoas. Race and cruise. Call 800-678-2439 for more information. Gleason Spinnakers, P.O. Box 606, Charlevoix, Mich 49720.~

WANTED: FACTORY SALES & SERVICE representative. Midwest manufacturer of solid rod and section furling systems and racing foil system - cover S. Calif-Morro Bay to Mex. Base + comm. Great opportunity. Call collect (216) 531-9151.

STEM TO STERN MARINE SERVICES is a full service, maintenance and repair company. Positions open for trainees and skilled craftsman, full-time and part-time. Duties range from boat washing, polishing, paint and varnishing to F/G, gel-coat, woodwork and mechanical repairs. Dependable transportation is required. Skills and experience will determine salary. If you are a conscientious and energetic person with a good work history and a love for boats, contact Mike at 368-2872 for an apt or send resume to: 635 Bair Island Rd., #110, Redwood City, CA 94063.

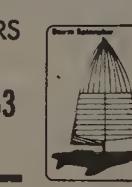
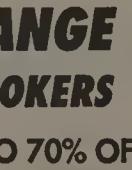
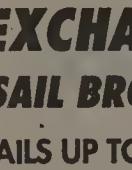
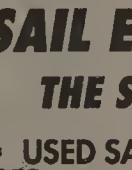
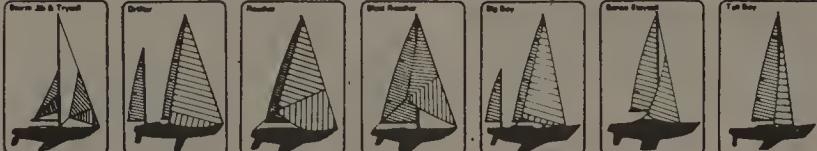
MAINTENANCE PERSON. Experience in boat repairs necessary. Work weekends. Call for more information. *Charter Coordinator:* Must be organized & an organizer, work weekends, phone sales experience helpful, must be cheerful, help create excitement, activities planner. *Horizons Charters*, Alameda, 521-5370, Linda.

WOODEN BOAT BUILDING,
Repair and Storage Space Available in Sausalito -
30¢ per square foot.
(415) 331-6414 or 332-8554

SANTA CRUZ 27 LIVES!

Now in Production in
Duluth, Minnesota
Same Hot Boat –
Same Low Price!
This Fall Beginning
Production of the ALAR 40
by George Olson

Alar Yachts
5527 NORTH SHORE DR.
DULUTH, MN 55804
(218) 525-6596



SAIL EXCHANGE THE SAIL BROKERS

USED SAILS UP TO 70% OFF

OVER 2,000 MAINS, GENOAS AND SPINNAKERS
ON OUR LIST!

407 FULLERTON AVE., NEWPORT BEACH, CA 92663
(714) 631-0184



SEA THE FINEST! JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!



The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

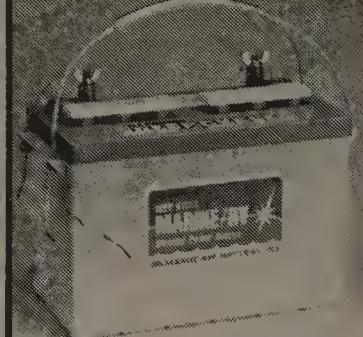
Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTION will be used for demonstration and training aids, or will be sold to advance the instructional program.

DONATE YOUR VESSEL TO THE CALIFORNIA MARITIME ACADEMY!

For additional information and free brochure, call or write:
CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.
P.O. Box 327
Vallejo, CA 94590
(707) 648-4216

HEAVY DUTY DEEP CYCLE MARINE BATTERIES



Available at the following local marine chandleries and service distributors:

Landfall Marine, Sausalito
Nelson's Boat Yard, Alameda
Neville Marine Electric, Alameda
Stone Boat Yard, Alameda
Svendsen's Chandlery, Alameda
Proper-Tighe Marine, Alameda
Star Marine, Alameda
Golden State Diesel Marine, Oakland
Berkeley Marine Center, Berkeley
Boater's Friend, Berkeley
Scandinavian Marine, Berkeley
Nau-T-Kol Marine, Richmond

AMERICAN BATTERY
Hayward, CA (415) 881-5122

Free Computerized Embroidery with Your Boat Name or Club Name

BOAT JACKET

This is the best all-around boating jacket you will ever own!

— American Boaters Choice

A favorite of experienced boaters nationwide because of outstanding comfort and durability. The classic look and design is perfect for the yacht club or staying warm and dry on the high seas.

Nylon taffeta outer shell to keep out wind and water, fleece lining for warmth and comfort, inside zipper pocket, self repairing front zipper, double stitched seams.

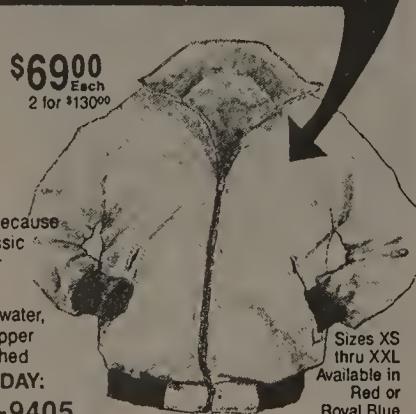
CALL TODAY:

GREAT GIFT IDEA 1-800-950-9405

Add \$4.00 Shipping and Handling

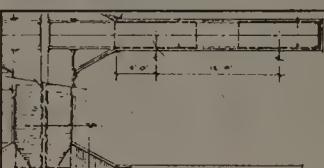
CA Residents add 7.25% Sales Tax

Allow 2 to 4 Weeks Delivery



Sizes XS thru XXL
Available in
Red or
Royal Blue

FROM CONCEPT



- Design flexibility, reduced maintenance and durability
- An unsinkable combination of polyethylene covering over a polystyrene foam block
- Not affected by petroleum solvents or marine pests

PolyPontoon
MARINE FLOATATION

TO COMPLETION



MEETING ALL YOUR FLOATATION NEEDS SINCE 1968

(415) 233-5929

Pelafoam Inc.

P.O. Box 36, Richmond, CA 94807

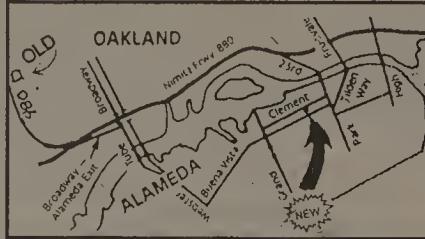
EVINRUDE

COME VISIT OUR NEW LOCATION!

- Expanded Inventory
- Accessories
- Full line of small boats and engines

AVON FOOTON **WHALER**

Johnson
OUTBOARDS



THE OUTBOARD MOTOR SHOP

2050 Clement Ave. Alameda, CA 94501 (415) 865-9500
41945 Albrae Street Fremont, CA 94538 (415) 490-4454

Behind The Scenes
A Personal Service

We'll provision your boat
So you'll have more time afloat

FOOD * BEVERAGES * SUPPLIES

Phone Valerie at: (415) 652-3485

CAPTAIN FOR HIRE

Coast Guard Licensed

CHARTERS
PRIVATE YACHTS
COMMERCIAL VESSELS

SAIL



POWER

Captain Crane Wood Stookey
San Francisco, CA (415) 541-5080

BRUNO'S ISLAND

First rate,
protected
deep draft
moorage
in the
heart of
the Delta



BRUNO'S
Island

(at Light 41 on the San Joaquin River).

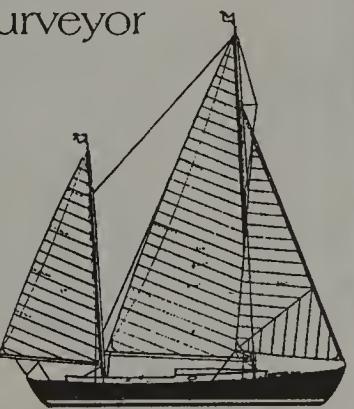
1200 W. Brannan Island Rd.
Isleton, CA 95641 (916) 777-6084

KENT PARKER

Marine Surveyor

Purchase Surveys
Trip Survey
Appraisal of Damage
Casualty Reports
Mast Surveys

P.O. Box 2604 San Rafael, CA
(415) 457-5312



FEENEY WIRE ROPE & RIGGING

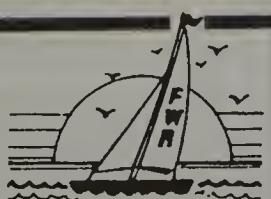
2603 UNION ST. OAKLAND, CA 94607 (415) 893-WIRE
Mon-Fri 8-5 Sat 9-1 pm (Except holiday weekdays) (9473)



GOODS AND SERVICES

- ANCHORS
- CHAIN
- CUSTOM FABRICATION
- HYDRAULIC PRESSING
- NICROPRESS
- RUNNING RIGGING
- TURNBUCKLES

- BLOCKS
- CHAIN & CABLE CUTTERS
- HAND SPLICING
- INSULATORS
- PUSH-PULL CONTROL
- SHACKLES
- WINCHES (HAND & 12V)
- CABLE
- CORDAGE (ROPE)
- HARDWARE & FITTINGS
- LIFELINE ASSEMBLIES
- ROTARY SWAGING
- STANDING RIGGING
- WIRE TO ROPE SPLICING



FOR YOUR BOAT

free
catalog

- Fiberglassing Supplies
- Acrylic Cut-to-Size for Windows/Hatch Covers
- Vinyl Letters & Graphics

14 stores in Bay Area. Check Yellow Pages
under PLASTICS for TAP store nearest you.

TAP

PLASTICS

MARINE SURVEYORS, APPRAISERS & Marine Referral Services

Commercial &
Private

Sail/Power &
Systems

SHERBURNE & ASSOCIATES

Bruce J. Sherburne
Surveys, Valuations, Inc. Claims, Inspections
Consultants & Vessel Deliveries

Fiberglass
Wood

Office
800-882-7124

Residence
408-227-7662

Aluminum
Steel
FAX
408-227-1221

Member: SAMS, ABYC, USPS, CSS

BOAT CUSHIONS
CUSTOM DOWNWIND CANVAS
DESIGNS

JANE SILVIA
(415) 332-9593

FREE
ESTIMATES

71 LIBERTYSHIP WAY
P.O. BOX 931
SAUSALITO, CA 94966

Next To
Schoonmaker Point Marina

REFRIGERATION, WATERMAKERS & INVERTERS FOR POWER & SAIL

25 Years Experience Factory Authorized Technicians

- Grunert, • Marine Air Systems •
- Adler Barbour • Trace •

See Us At the Boat Show . . .

See The New 80 Gal Per Day 12V Watermaker
by Recovery Engineering

NAU • T • KOL (415) 235-4411

320 A West Cutting Blvd.

Richmond, CA 94804

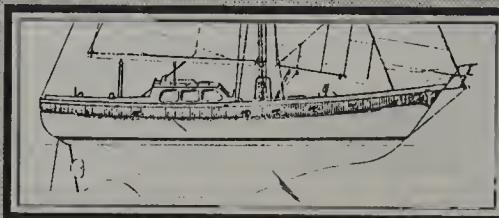


Fraser Yachts

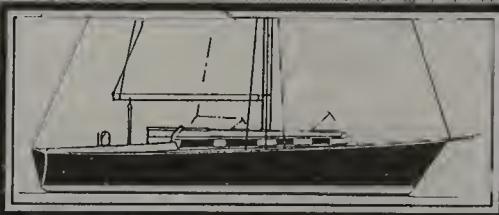
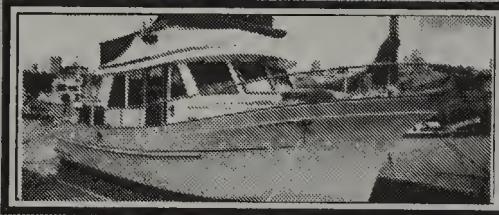
THE BAY AREA'S INTERNATIONAL YACHT BROKERAGE FIRM

320 Harbor Drive
Sausalito, CA 94965
(415) 332-5311

47' SEASTAR
FULL POWERED
P.H. CUTTER, 1982.
Brewer design, aft cabin.
Great liveaboard/cruiser.
Full electronics, teak
decks. \$135,000.

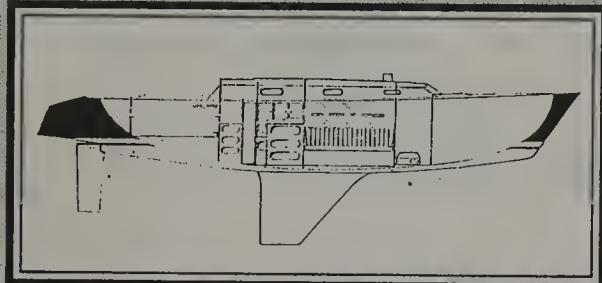


40' BELL TRAWLER
1981. Ideal liveaboard with
full tub, large aft cabin, fully
equipped galley, very clean
cond., covers, etc. Dsl,
flybrdg. Asking \$82,500.



38' HATTERAS
Double cabin MY, 1969.
Exceptional condition.
Cosmetically & mechanically.
Well furnished,
clean affordable.
Asking \$74,900.

32' PEARSON SLOOP
Diesel aux., roomy
interior. Perfect for bay/
Coastal cruising. New
wife says "sell".
Make offer.

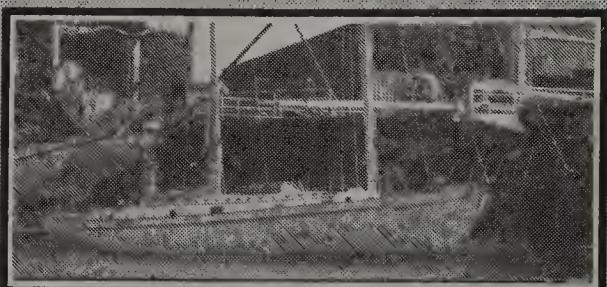


1982 PERFORMANCE SLOOP N.Z. rep. for Clipper Cup.
40' Big Boat Series vet. State-of-the-art machine.
Cruising interior. Super fast/loaded. \$64,500.

DAVE SHELDON

KEONI WARINNER

LINDY LINDQUIST



55' ALDEN SCHOONER

Built by Goudy & Stevens 1930. Hull/interior
renewed 1988. Own a classic. Asking \$79,000.

ADVERTISER'S INDEX

Adventure Charters	160
Alameda First Bank	65
Alameda Marina	57
Alar Yachts	196
Albatross Yacht Charters	160
Allstate Insurance-Gogna	84
Allstate-Quan	70
American Battery	196
Anchorage Brokers & Consultants	13
Apolla Generators	143
Armchair Sailor	79
Arena Yacht Sal	15
Astro Nautics	82
Avan Seagull Marine	68
Ballena Bay Yacht Broker	69
Ballena Isle Marina	60
Balmar	85
Bay Bridge Yachts	204
Bay Riggers, Inc.	10
Baytronic	59,61
Bay Yacht Service	89
Bedmates	134
8C Navigation Center	85
Behind the Scenes	196
Bellhaven Marine	119
Benicia Marina	164
Berkeley Marina	74
Bimini, The	163
Bitter End Yacht Club	160
Baater's Friend	74
Boettcher & Murray	72
Bay Scouts - Old Baldy Council	90
Bay Scouts - San Francisco	74
Bay Scouts - Stanford	82
Brisbane Marina	87
Brokaw, Gearge Yachts	204
Bruna's Island	197
Cable-Marre	44
Cal-Coast	14
Cal-Marine Electronics	41
California Custom Canvas	19
Calif. Maritime Academy Faun	196
Capital Workshop Insurance	67
City Yachts	23
Club Nautique	160
Coastline Canvas	165
Continental Marine	81
Carsai Marine	31
Crabtree Maritime Svcs	158
Cruising Design	66
Cruising Equipment Co.	41
Cruising Seas Delivery	10
Cruising World Pacific	8,9
Custom Yachts	199
D'Anna Sailing Ca.	2
Desalination Sound Charter	156
DETCO	82
Dickerson, R.E. Insurance	86
Downwind Design	197
Doyle Sail	119
Dutch's Marine	87
Eagle Yacht Soles	33
Edgewater Yacht Soles	199
Edson	66
Edinger	78
Emery Cave Marina	56
Energy Depot	27
Excellence Far Yachts	10
Extensor	88
Famous Foam Factory	158
Farallone Yachts Sales	33
Feehey Wire Rope & Rigging	147
First New England Financial	57
Footproof Marine	159
Golden State Diesel	86
Garman, Bill, Yacht Soles	203
Gaves Cave	204
GPSC Charters Ltd.	158
Grand Marina	50
Gulf Islands Cruising School	156
Hard Sails USA	56

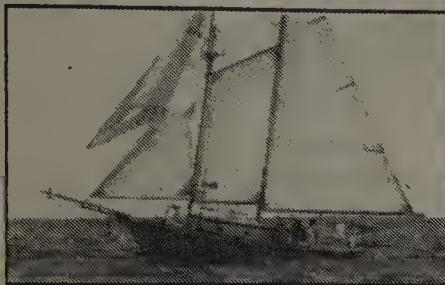
Harken	12
Haynes Sails	84
Helmut's Marine	84
Heims Yacht Sales	31
Hewett's Marine	54
Hogin Sails	53
Hood Sailmakers	43
Horizon Sailing School	60
Intrepid Charters	160
Island Nautical	24
J-Boats West	34
Johns-Hicks	55
Kelly McCall	58
Kane Marine	86
Kappas Marina	76
Kensington Yacht	32
Landfall Marine	63
Larsen Sails	207
Leading Edge Sails	90
Lee Sails	81
Little Red School House	158
Magellan	35
Mapleleaf Yachts	202
Marin Yacht Sales	206
Marina Plaza Yacht Harbor	79
Marina Village	64
Mariner Boat Yard	30
Mariner Products	164
Mariner Sq Yachting Ctr	28-34
Maritime Electronics	26
Maritime Store, The	90
Marks-Clark Insurance	60
Martech	164
Martinez Marine	72
Maryland National Bank	39
McGinnis Insurance	54
Metal Magic	90
Milano Yachts	205
Manterey Bay Fiberglass	73
Manterey Bay Boat Show	19
Moorings, The	157,161
Nau-T-Kal	197
N.C.M.A.	22
Nelson's Marine	208
Nor Cal Yachts	28,29
Northern California Spring	22
Boat Show	22
North Sails	6
O'Neill's Yacht Center	7
Oyster Cove Marina	72
Oyster Point Marina	80
Outboard Motor Shop, The	196
Pacific Coast Canvas	52
Pacific Marine Exchange	80
Pacific Ocean Yachts	200
Pacific Yacht Imports	48,49
Parker, Kent, Surveyor	197
Parker, Kermit, Yacht Sales	202
Passage Yachts	4,5
Pelafaoam	196
Peninsula Marine Services	77
Petaluma Marina	83
Pier 39	135
Pineapple Sails	3
Pioneer Marketing	70
Part Sonoma Marin	20
Praper-Tighe Marine	42
Pryde, Neil Sails	86
Raythean	21
Rex Yacht Sales	200
Richmand Boat Works	75
Richmand Marina Bay	70
Richmand Yacht Service	73
Rogers Electronic Service	87
S.F. Boat Works	86
S.F. Federal	68
Sail Exchange	196
Sailing Angles	143
Sailamat	143
Sailsystems	76,143
Sails by Marion	11,66
San Juan Sailing	156
Sanford Wood	47,201
Santa Cruz/	
Santa Barbara Race	25
Sausalito Cruising Club	52
Sausalito Drydock	76
Sausalito Yacht Club	27
Scanmar Marine Products	165
Scan Marine Equipment	80
Schoonmaker Point Marina	46
Seapower	57
Share Sails	89
Shurburne & Assoc.	197
Sika Carp.	52
Skyline Charters	156
Sabstad	147
South Beach Harbor	18
South Beach Yacht Club	37
Sparky Marine Electrics	119
Speed Sailing	86
Spinnaker Shop, The	78
Sauth Tower Race	25
Stacy's	119
Starbrite	143
Starbuck Canvas	83
Stockdale Marine	
& Navigation Center	202
Stane Baat Yard	81
Stookey, Captain Crane	197
Stream Stay	71
Sunset Yachts	16,17
Sutter Sails	46
Svendsen's Baat Warks	36
TAP Plastics	197
Tedrick Higbee	38
Tradewind Instruments Ltd	68
Tradewinds	
Sailing Center	40,201
UK Sails	165
United Yachting Ventures	201
U.S. Bodyswear	196
Vallejo Marina	54
Village West Marina	80
Voyager Marine	78
West Marine	91,92,93
Westwind Precision Details	62
Whale Point Marine Supply	45
Wharfside Charters	160
World Yacht	51
Yacht 'Hersheff 42'	204
Yacht 'Mapleleaf 54'	204
Yacht 'Mull/NZ 45'	204
Yegen Marine	34
Z-Spar	84



GLEN COVE YACHT SALES



**27' SKIPJACK
SCHOONER**
1930 Classic.
Small jib, head and
main sail schooner
with a clipper bow.
Make Offer.



SAIL

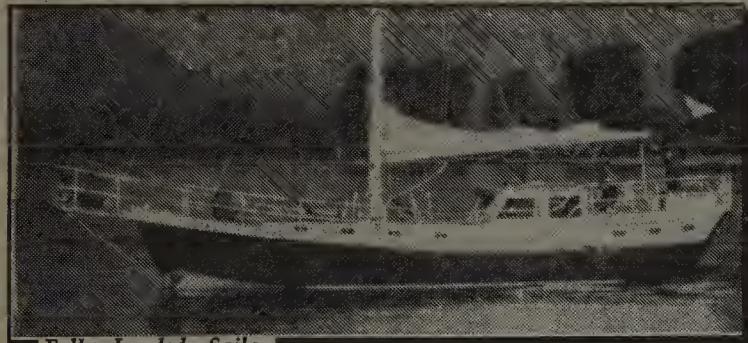
23'	CORONADO — Two to choose from	\$3,500
26'	ISLAND 1977	\$13,900
27'	SKIPJACK SCHOONER, 1930	Offers
27'	NEWPORT 1977	\$15,000
28'	COLUMBIA 1970	2 From ... \$12,000
30'	HERRESHOFF 1949	\$14,000
30'	CATALINA 1983, wheel or tiller - your choice	\$34,000
32'	COLUMBIA 1975	Owner Asking for Offers
32'	WESTSAIL ... Two From ...	\$54,500
34'	SUNSET SLOOP, 1967	\$12,500

CALIFORNIA YACHT BROKERS ASSOC. MULTIPLE LISTING SERVICE
• OVER 6,000 LISTINGS • WE CAN HELP WITH FINANCING •

(707) 552-4206 FAX: (707) 552-4296

Off 780 Between Vallejo and Benicia
Take Glen Cove Exit and Follow Signs to Glen Cove Marina
2024 Glen Cove Road, Vallejo, CA 94591

HORIZON 44 / ROUND BILGE



Fully Loaded. Sailaway with fully battened main, propane stove, 9 cu. foot fridge and freezer, dual station steering, large aft cabin, double sink, heater, VHF, Radar, Loran, depth sounder, log, anchor, 12 volt windlass, winches and much more.
Price \$150,000 U.S.



Get steel for
safety and durability.



CUSTOM YACHTS

Box 236 • Sumas, WA 98295



Edgewater

YACHT SALES (415) 332-2060
1306 BRIDGEWAY, SAUSALITO, CA 94965

39' FREYA CUTTER RIG

DSL AUX., LOADED W/QUALITY CRUISE GEAR, INCL'D MAGNOVOX SATNAV, AP, WINDVANE, DODGER, SOLAR/WIND GEN; THE EQUIPMENT LIST GOES ON & ON. SHE'S A WELL BUILT, POWERFUL OCEAN-GOING VESSEL. REDUCED TO \$65,000.



35' STEEL CUTTER

OFFSHORE VETERAN, PERKINS DIESEL, LOW HOURS; LOADED WITH GEAR, INCLUDING DODGER, STEERING VANE, SATNAV ... THE LIST GOES ON. ASKING \$47,500.



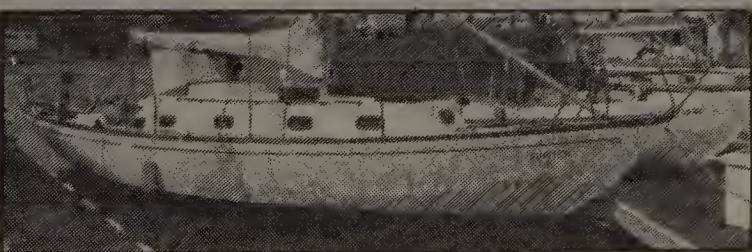
44' CHEOY LEE KETCH

1981. LARGE, ROOMY INTERIOR IDEAL FOR OFFSHORE CRUISING. PERKINS AUXILIARY, LORAN, FIVE HEAD SAILS. PERFECT LIVEABOARD. ASKING \$100,000/OFFERS.



30' ISLANDER

NEW HARKEN FURLING GEAR, WELL EQUIPPED, ALL TEAK INTERIOR. LOOKS LIKE NEW, NEW BOTTOM JOB 11/89. ONLY ASKING \$15,500.



35' HINCKLEY PILOT

SPARKMAN/STEPHENS DESIGN, F/G, PERKINS, BROOKS & GATEHOUSE ETC., VANE & ELEC. AP. DODGER, TEN SAILS, LONG LIST OF QUALITY GEAR. ONLY ASKING \$25,000.

REX

YACHT SALES

Cheoy Lee®

Authorized Dealer

308 Harbor Drive

Sausalito, CA 94965

(415) 331-0533

FAX (415) 331-1642

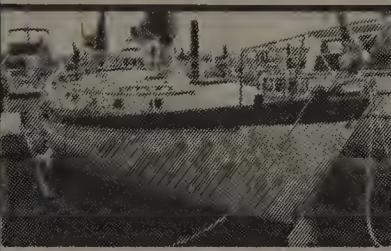


1972 SPARKMAN & STEPHENS 48' YAWL

Custom Built
Newly Refurbished
\$109,000
Peter Sheppard

"NOW AT REX DOCKS"

1990 53' CHEOY LEE PILOTHOUSE MOTORSAILER
Al Levenson



1980 PEARSON 424
Very Clean
Well Equipped
\$105,000
Al Levenson

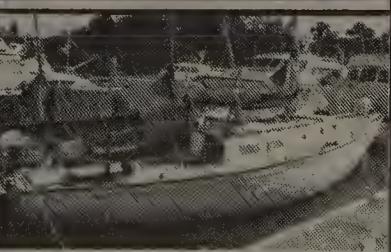
1988 47' TAYANA CUTTER
Three Staterooms
AT REX DOCKS
\$199,000
Al Levenson



1953 39' S&S LOKI YAWL
Classic Offshore Cruiser
One of 12 Built
\$49,500
John Skoriak



1981 C&C SLOOP
A High Performance boat
Upgraded • 13 Bags Sails
\$125,000
Peter Sheppard



1969 CAL 40
Bottom Stripped/Recoated '87
One of Lapworth's
Finest Designs
\$55,000
Pete Fromhagen



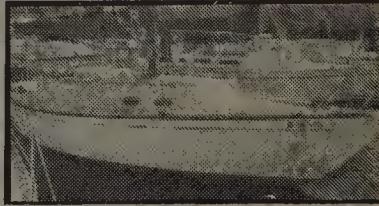
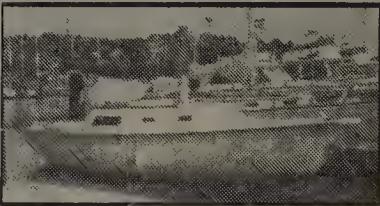
1979 36' MARINER KETCH
Delightful Sailing for Two
Comfortable Interior
\$62,500
Jerry Rumsey



QUALITY LISTINGS INVITED



PACIFIC OCEAN YACHTS BROKERAGE CENTER

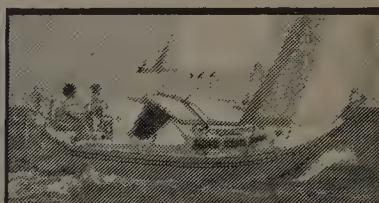


CAL 2-27

\$19,500

RANGER 33

Super loaded, very clean.
\$29,500.



29' J/BOAT, O/B
\$27,000

30' CATALINA
3 from \$26,000



35' SANTANA
\$52,000

37' O'DAY
Center Cockpit \$49,000



40' C&C
\$115,000

40' VALIANT
\$99,500



33' SOVEREL TRY
\$39,500

36' Sabre
Modern classic, beautiful.
\$107,500

WE'D LOVE TO SELL
YOUR QUALITY LISTINGS

PACIFIC OCEAN YACHTS

SANTANA • SABRE

Always An In-The-Water Boat Show'

1070 Marina Village, Suite 106

Alameda, CA 94501

(415) 769-6700

SELECTED BROKERAGE



25' CATALINA - Great family boat at great savings. 4 From \$9,500. Sister ship



32' VISION - Hunter's newest breakthrough boat. Only brokerage one we know of. Asking \$57,900. Sister ship.

22' Catalina '86 \$9,100
 * 22' Catalina '70 2,500
 * 22' Catalina '76 4,500
 * 22' O'Day, '86 10,900
 * 23' O'Day 2,495
 24' Neptune, '80 7,500
 25' Catalina, '83 (4) 9,500
 26' Yankee, '74 17,000
 27' Lancer, '83 27,500
 28' Islander, '78 26,000
 29' C&C, '79 28,995
 30' Catalina, '78 22,400
 32' Ericson, '77 26,995

32' Vision, '89 62,500
 33' Hunter, '82 pend'g 29,995
 34' Catalina, '87 57,500
 34' Hunter, (2) from 45,000
 36' Catalina, '86 57,900
 36' CS, '84 83,495
 37' Hunter, '84 59,900
 45' Coronado, '75 79,995

** Incredible Savings
 on These Special Purchase Dealer
 Maintained Boats*

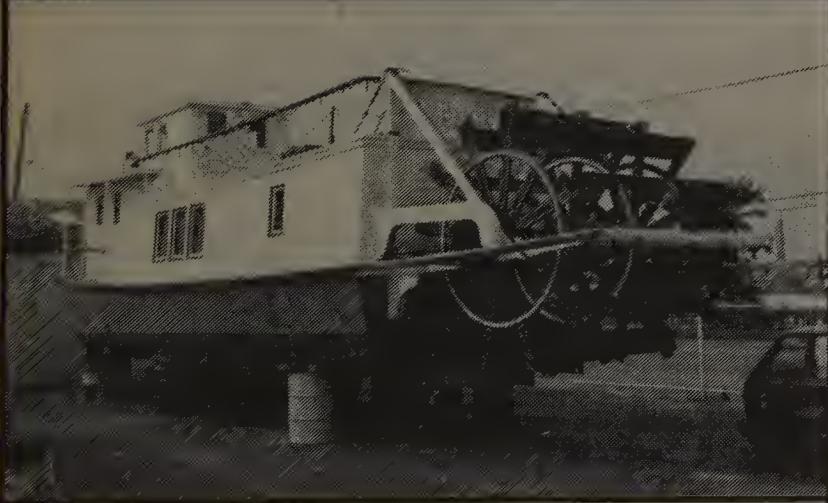


Richmond
 (415) 232-7999

Tradewinds
 Sailing Center

SERVING SAILORS FOR 28 YEARS

MARSHALL'S AUCTION



Classic Stern Paddle Wheel Riverboat.

In good working order,
 ready for a summer on the Delta.

Auction Wednesday April 4th, 1990 at 10AM.
 Come by to preview Tuesday April 3rd at

SANFORD-WOOD SHIPYARD

530 West Cutting, Richmond, CA 94804 (415) 236-6633

San Diego
 955 Harbor Isl Dr.
 Suite 150
 San Diego, CA
 92101
 (619) 543-1316
 Fax: 6192972440



San Francisco Bay
 3300 Powell St.
 Suite 8
 Emeryville, CA
 94608
 (415) 652-2109
 Fax: 4156581635



43' AMPHITRITE. 1986. As new. A proven world class cruiser. At our docks. \$182,000 - Need offers.



COOPER PROWLER 30 1988. Twin Mercs. Hard top. \$77,000.



34' IRWIN CITATION. 1980. Epoxy bottom. Loaded with equipment. Only \$39,500.



70' LUKE. This classic cruising cutter with caterpillar diesel, oak paneling, fireplace. Must sell - Asking \$125,000.



35' COOPER Sun deck. Aft cabin. Fast and comfortable with twin 260hp, low hrs. Asking \$95,000.



40' PRIMROSE She's been around the world and she's ready to go 'round again. New engine. Strong Oregon-built. \$40,000.



32' WESTSAIL. Clean & well equipped. New rigging & bottom. \$41,000.



36' CLIMAX by Delta. Commercially licensed. Fast - real fast, a trophy fisherman's dream. \$79,000, trade down ok.

SAIL

70' LUKE, '38, Sloop	..... \$125,000	70' OCEAN, '84, aux, yacht fish	..... 750,000
47' CELERE, New, At Our Docks	..... 345,000	48' CAMARGUE, '88, CPMY	..... \$275,000
46' KELLEY PETERSON, New	..... 249,000	42' GRAND BANKS, '81, Trawler	..... 175,000
44' CSY, '78, Cutter	..... 125,000	42' BERTRAM, '73, FBMr.Y	..... Coll
43' AMPHITRITE, '86, Ketch	..... 183,000	42' GOLDEN STAR, '87, Trwlr	..... 155,000
41' ISLANDER FREEPORT, '78, Ketch	..... 85,000	40' GIBSON, '78, Houseboat	..... Coll
40' CHEOY LEE, '66, KETCH	..... 48,000	36' DELTA, '83, Sport fish comm. lic.	..... 79,000
40' CAL-JEN, '69, Cruiser/racer	..... 39,000	36' SEA RAY, cabin cruiser	..... 95,000
40' PRIMROSE, '74, Yawl	..... 40,000	36' GRAND BANKS Trawler	..... 98,500
38' CATALINA, '84 Cruiser/Racer	..... 55,000	36' GRAND BANKS, twins	..... 215,000
38' MORGAN, '77, Sloop	..... 55,000	36' GRAND BANKS, twins	..... 94,500
38' MORGAN, '79, Sloop	..... 65,000	35' COOPER, '88, Sun Deck	..... 95,000
36' ISLANDER, '78, Sloop	..... 49,500	32' BAYLINER '87, 3270 conv.	..... 55,000
36' ISLANDER, '69, Sloop	..... 40,000	32' CARVER, '88, Sedon	..... 110,000
36' PEARSON, '76, Sloop	..... 78,000	30' COOPER, '87, Sun Deck	..... 77,000
34' IRWIN, '80, Sloop	..... 39,500	30' COOPER, '87, Sedon/Conv.	..... 90,000
34' PEARSON, Sloop	..... 55,000	30' SEA RAY, '78, Fly Bridge	..... 39,000
33' CAL, '73, new diesel, epoxy	..... 28,000	27' CIERA Express, '87,	..... 20,000
32' WESTSAIL, '78, ctr, great shape	..... 41,000	25' BAYLINER, '88, Sedon	..... 25,000
30' CAL 9.2, '82, Sloop	..... 25,000	Many Other Listings Available	

POWER

27' CIERA Sunbrdg '86 by Bayliner I/O	20,000	35' COOPER 10M SUNDECK, '88	..... 95,000
42' GOLDEN STAR TRAWLER, '87	..... \$165,000	32' BAYLINER, Twin V-8'S	..... Sole Pending

BROKERAGE SPECIALS

27' CIERA Sunbrdg '86 by Bayliner I/O	20,000	35' COOPER 10M SUNDECK, '88	..... 95,000
42' GOLDEN STAR TRAWLER, '87	..... \$165,000	32' BAYLINER, Twin V-8'S	..... Sole Pending

DEALERS FOR KELLY/PETERSON, FRERS, ENDEAVOUR AND HALLBERG RASSY.



Stockdale Marine

- Montgomery Sailboats & Dinghies • O'Day/Cal Sailboats • Mariner Outboards • Prindle Cats •
- Specializing in Trailerable Sailboats • Over 40 Boats on Display •
- 4730 MYRTLE AVENUE, SACRAMENTO, CA 95841 • (916) 332-0775

APRIL CLASS ELECTRONIC NAVIGATION

BEGINS APR. 10
TUES., 7-9:50 P.M. 3 WKS \$27.50.

1977 KETTENBERG 9.6
Designer: Alan Payne; a spacious med. displace. racer under IOR rules. Extremely comfortable, she performs well. Equip/rig's ls of top quality, powered by a 13 hp Volvo MD7A aux. Cabin interior is rich teak paneling accented by brown plaid upholstery. Main/jib/genoa adequate for most sailing cond's. Call for appointment to see this gorgeous gal.

BRISTOL SAILMASTER 25'

Bluewater, yet trailerable; fully reconditioned boat w/ new paint bottom/hull/deck '88. New rig'g in '89 w/ bigger/heavier mast. Whl also added in '89 along w/ all lines led aft. Johnson Sailmaster 9.9 aux. w/alt. & cockpit controls in a stem lazerette; best of both worlds; spacious classic looking vessel is a "must see" at only \$10,500 incl trailer.

IRWIN 30 CITATION "SUNDARI III"

Built '79, commissioned Lake Tahoe '80. Fresh water boat only. Spacious warm interior, teak paneling, nav stat., wrap around galley, trad. layout, h&c pres. H20, shower, ice box, 2 burner alcohol stove, head w/holding tank, AM/FM cassette stereo, shore power, CB/VHF. Radios, sleeps 5, propane BBQ. Well equipped w/15hp Yanmar dsl, main/jib/genoa, all w/ covers or bags. Pedestal whl steer'g, auto/manual bilge pumps. Dodger, cockpit cushions, lifelines, pulpits & s/s stem swim ladder. Anchors, safety gear & more! Call today for an appointment.



2 Bedroom,
1½ Bath Luxury Suite
Panoramic ocean view
Available immediately
Location of your choice.

P.S. Does nine knots. Upwind.

MAPLE LEAF
45

For Those Investing In Prime Property.

Contact: Maple Leaf Yachts
1625 Foreshore Walk, Granville Island
Vancouver, B.C.
Canada V6H 3X4.

Telephone: (604) 681-7755



WEEKENDERS without trailers

23' SEA SPRITE	\$6,800
24' NEPTUNE	\$7,500
25' BRISTOL	\$10,500
25' CATALINA	\$10,500
27' CORONADO, 2 from	\$5,000
27' ERICSON	\$17,500
28' CAL, 2 from	\$9,995

PERFORMANCE with trailers

20' SANTANA, 3 from	\$4,500
22' CAL 22, new	\$14,900
22' J/22	\$11,500
24' J/24	\$12,500
25' SANTANA 525	\$11,500
25' MERIT	\$15,900

CRUISING BOATS without trailers

27' NEWPORT	\$14,500
28' SANTANA	\$16,500
30' IRWIN CITATION	\$34,000
30' ISLANDER	\$16,000
32' KETTENBERG	\$29,000

KERMIT PARKER YACHT BROKERAGE

(415) 456-1860

San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901

SELECTED SAIL BROKERAGE	
20' WINDROSE	\$5,000
23' BEAR 23. HULL #3	4,500
24' MARTIN Full Race	7,200
24' C&C	9,990
25' FRISCO FLYER (2) From	7,700
25' CORONADO	7,500
25' CAL	8,000
25' OLSON	18,500
26' BEAGLE	8,500
26' PEARSON 1977	OFFERS
26' PACIFIC CLIPPER	12,500
26' S-2 w/trailer	18,500
27' VEGA	OFFERS
27' CATALINA 27 (3) From	9,000
27' CAL 2-27	17,500
27' CHEOY LEE Offshore	19,995
28' CAL 1967	13,500
28' HERRESHOFF (2) From	22,000
29' COLUMBIA (2) From	15,500
29' CAL 2-29	26,000
29' ELITE	38,500
30' CHEOY LEE Ketch	20,000
30' WM GARDEN dbl endr	22,000
30' ERICSON (2) From	17,900
30' KNARR	12,500
30' PACIFIC	10,400
30' SANTANA 30-30	38,500
31' MARINER Ketch	29,000
31' COLUMBIA 9.6	30,500
32' ARIES	48,500
32' CHEOY LEE M/S	55,000
32' WESTSAIL	56,000
34' ANGLEMAN Ketch	47,500
34' CAL	25,000
34' Yawl, Cruiser	16,000
35' JASON 35	49,950
35' Yawl, "TERE"	52,750
36' CHEOY LEE	57,000
37' RANGER	42,500
37' CROCKER Ketch, Classic	20,000
37' GARDEN KITCH Teak	67,500
38' FARALLONE (3) From	29,900
SELECTED POWER BROKERAGE	
18' DEE WITE, 1931	16,500
26' WELLCRAFT	22,500
27' SAGA, diesel	29,000
30' CRUISER	69,500
30' SEARAY, Loaded	55,000
34' CLASSIC, Diesel	24,000
36' CHRIS CRAFT (2) From	19,900
36' GRAND BANKS	59,500
37' HERSHINE Trawler	72,500
38' SPORTFISHER	59,900
40' LAKE UNION CLASSIC	48,000
42' CHRIS CRAFT	89,900
42' GRAND BANKS	175,000
43' STEPHENS, Tri cbs, dsl	48,000
48' DUTCH BARGE	64,900
51' HACKERCRAFT restrd	INQUIRE
57' TRAWLER	149,900
57' CHRIS CRAFT	169,000
61' CHRIS CRAFT	225,000
70' KALLIS — classic	189,500
105' "FIFER"	385,000

Limited Free Berthing Available

1070 Marina Village
Parkway, Suite 100
Alameda, CA 94501

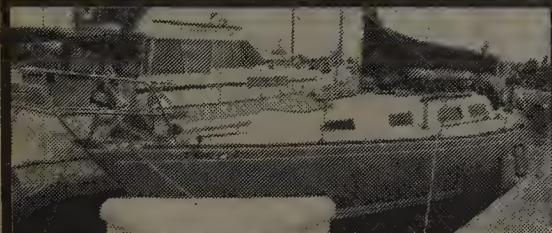
FEATURING:
THE BEST MAINTAINED
USED CRUISING BOATS

BILL GORMAN YACHTS

(415) 865-6151

FAX (415) 865-1220

Sales: Jack Meagher
Adam Sadeq



1982 PEARSON 37'

A cored hull with an epoxy bottom. This is a new listing that is well equipped and cared for. Roller furl, spinnaker, propane, Loran, wind instruments, all in an ideal boat for the Bay. Asking \$59,500.



1976 HANS CHRISTIAN 45'

One of only four ever built, this is the only one with a tri-stateroom layout. A full keel ketch whose decks and cabin top were rebuilt in 1986. This one is a cruiser's dream. Asking \$137,500.



STEEL KETCH 65'

"Saga" is back home and ready for the discriminating sailor to inspect. By appointment only but the trip is worth it. Written about in Sept. '85 Yachting and Latitude 38's Jan. '81 & Aug. '88 Issues. Call for an appt.



1974 COLUMBIA 45'

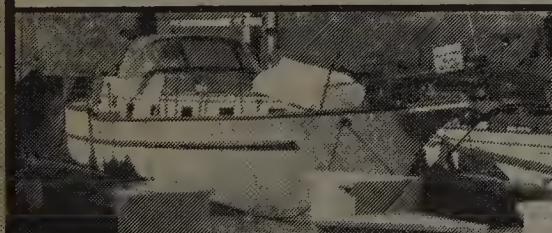
A liveaboard's wet dream: Aft-cabin, galley/dinette down, lotsa toys, dinghy & o/b, and room, room, room. All this and only \$89,000!

IF IT'S SPRINGTIME,
WE'LL BE AT
"THE BOAT SHOW"
April 21 - 29 at
MARINA VILLAGE - Our
Usual Location.



1975 PEARSON 36'

Diesel, lotsa sails. This "stiff" sailing boat is both fun and manageable for the weekend family. Put this one on your don't miss list. Asking \$47,500.



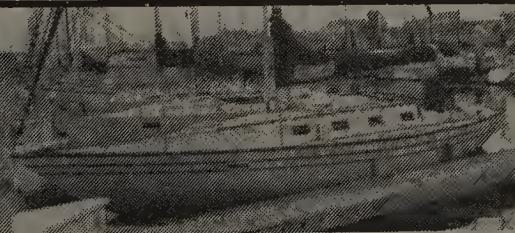
1981 ENDEAVOR 43' KETCH

With a brand new epoxy bottom, this one is ready for its new owner. She has roller furl sails, lotsa space and a very negotiable seller who is ready to talk. Asking \$99,500.



1981 CREALOCK 37'

A very special Pacific Seacraft w/ lotsa cruising gear. 6 sails w/ all running rigging led aft. A warm & inviting interior w/ dsl heater. Strong, stylish & manageable - only asking \$90,000.



1986 LANCER 36'

A Bill Lee design (so she's gotta go fast), with twin aft cabins. Roller furl headsail + spinnaker. A great liveaboard with CNG refer, stereo. Asking \$61,900.

BAY & COASTAL CRUISERS

• 36' HUNTER	44,750
• 34' WYLIE	45,750
• 34' ERICSON (T)	35,500
• 32' ERICSON	29,500
• 32' ELITE	49,000
• 30' NEWPORT MKIII	29,900
• 30' S2 9.2C	31,000
• 30' C & C	31,900
• 30' HUNTER	17,000
30' RANGER	29,900
30' ISLANDER BAHAMA	29,900
30' ISLANDER MKII	21,500

BAY & COASTAL CRUISERS, Cont'd

• 30' PEARSON 303	46,900
• 30' TARTAN	24,500
• 29' CAL	21,950
29' ERICSON	27,500
• 28' CONTEST	24,950

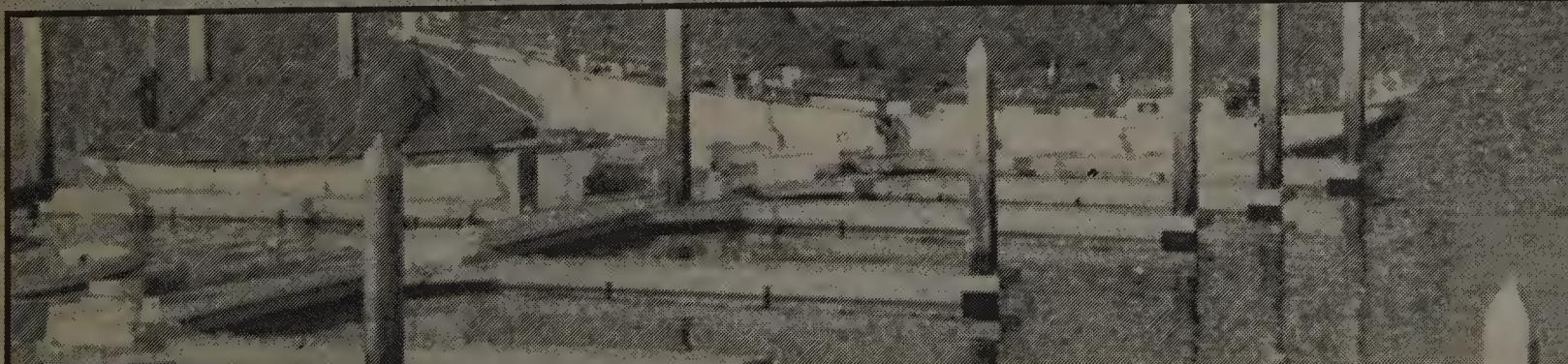
LIVEABOARD/CRUISERS

• 47' PERRY	129,500
• 46' SEA STAR PH	124,500
• 45' HUNTER	129,500
45' JEANNEAU	175,000
44' NORSEMAN 447	215,000

LIVEABOARD/CRUISERS, Cont'd

• 43' YOUNG SUN	129,500	• 46' KHA SHING	184,950
41' C&C	59,500	• 45' ANGEL	236,000
40' CHALLENGER	67,000	• 44' GULFSTAR	160,000
• 38' ERICSON, 2 from	79,000	• 42' TROJAN	62,500
• 36' ISLANDER	49,500	42' GRAND BANKS	175,000
35' C&C	82,950	41' PT	94,500
35' CHALLENGER	39,500	• 35' CHRIS CRAFT	81,500
• 35' NIAGARA MKI	69,900	• 32' EAGLE PH	63,500
• 32' ISLANDER	30,000	• 32' BAYLINER 3270	68,900
		32' GRAND BANKS	52,500
		31' BERTRAM	66,500

AT OUR DOCKS



Since . . . These are the very same slips used for the Boat Show, April 21-29, isn't it logical to assume that the same space would be perfect for selling your boat? The three "keys" for selling still are: * Location * Location * Location - CALL US!

George Brokaw Yacht

And Ship Brokers, Inc.

We Sell Boats, and Build Friendships

(619) 223-5401

17 Years at 2608 Shelter Island Dr., San Diego, CA 92106



FORCE 50 Keel. 3 stms, gen, dual steering, dinghy with o/b. 7 bags of sails, autopilot, 85 hp Perkins Only \$130,000.*



44 HARDIN sloop (all roller furl w/hardtop & removable canvas enc.) Spacious lbd, loaded. Big aft cab w/lg galley, salon. Kitch avail. 2 fm \$124,500 /prop trades considered.*



42 WESTSAIL ctr. cockpit cutter. Like new! Cruise ready, 85 hp Perkins. \$109,900.*



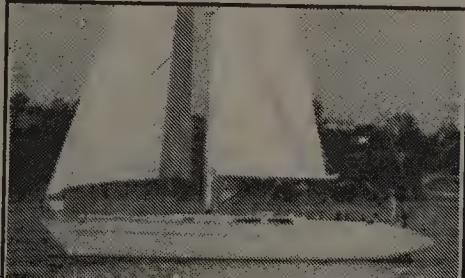
37 RAFIKI '79. Volvo MD-17C 36 hp, gen, solar panel, SatNav, vane & AP, Must sell. Asking \$74,950.*

Some pictures may be sisterships

CALIFORNIA'S BEST CRUISER BUYS

20' FLICKA, '79, new 9.9 o/b	27,000	36' MARINER '78, 1 owner	59,500	44' HYLAS, '85	159,500
30' YANKEE, '88 univ.	19,500	36' MAGELLAN, offshore crs	57,500	44' SEAWOLF, '79	89,950
30' BABA '80, loaded!	66,500	38' DOWNEAST, AP/Loran	69,500	45' GARDEN PORPOISE	89,500
31' RIVAL '81, British crs	29,950	38' HANS CHRISTIAN, Serious	87,900	48' CHEOY LEE	159,500
32' DOWNEAST, roomy	OFFERS	39' LANDFALL, 3 stms	79,500	48' CT 77, 3 stms, 2 fm	169,000
35' ERICSON, DS, best!!	29,900	41' BOUNTY YAWL, bluewater OFFERS	75,000	49' TRANSPAC, '86	175,000
35' ALBERG, full keel	29,900	41' ISLANDER FREEPORT	75,000	52' CHEOY LEE, MS '81	315,000
36' CHEOY LEE Yawl	44,500	43' MASON, '82	129,500	54' CT '79, 4 stms, beautiful	189,000
		43' RHODES MS, 3 stms	44,000		

HUNDREDS OF EXCELLENT CRUISING SAILBOATS AVAILABLE!



45' MULL NZ

Gary Mull, eye pleasing, performance & cruising oriented design. N.Z. robust construction. Like new cond, professionally maintained. Swan-like quality/appearance; new main/cover, jib furling sys., convertible lazy jack sys., Navtec hyd., rod rigging, B&G Instr., 12 Barentt winches, teak decks/interior, owner staterm aft, guest staterm forward, wine locker, shower, work bench, 2 pilot bunks, new Force 10 stove, refrigeration, pressure water, water heater, 72 gals dsl/120 gals H2O. **SUPERB IMS & PHRF PERFORMER!**

Call (408) 734-8371 Sausalito berth available

BAY BRIDGE YACHTS

QUALITY LISTINGS NEEDED

SELECTED BROKERAGE

22' MERIT	SL	1984	OB	\$ 9,500
24' YANKEE DOLPHIN	SL	1971	OB	\$ 7,500
25' CORONADO	SL	1969	OB	\$ 7,900
27' CHRYSLER	SL	1978	OB	\$ 11,900
27' CORONADO	SL	1973	OB	\$ 11,900
27' ERICSON	SL	1976	OB	\$ 16,900
31' COLUMBIA	SL	1978	SD	\$ 29,900
32' ERICSON	SL	1974	SG	\$ 27,500
37' TRI	KTCH	1978	SD	\$ 22,900
40' HUNTER	SL	1985	SD	\$ 85,900
41' CT	KTCH	1976	SD	\$ 85,000

Power Boats 24-ft to 60-ft, 18K to 250K

Oyster Cove Marina (415) 692-4169

MELE MAKANI



42' HERRESHOFF DESIGNED YAWL

CUSTOM BUILT IN MAJORCA (1964)

Beautifully maintained one-of-a-kind cruiser with all systems in top shape and pages of gear, including: ground tackle/windlass, 14 bags sails, safety equipment, Westerbeke + 3-bladed feathering propellor, full boat canvas, etc.

FOR SALE BY OWNER: \$129,000

(707) 823-9460 evenings

(707) 829-2844 daytimes

Robert Crose

MAPLE LEAF 54



LOA: 54'5" HULL MATERIAL: Airex ENG HRS: 585 FUEL: 620 gal WTR: 680 gal

Speed: 7.5K at 1600 rpm; 11K at 2400 rmp. The main salon is very spacious w/6'8" headroom. The engine room (6'6" fore/aft X 8'9" port/starboard, hdm 5'10" to 7'). Contains all ship's machinery in an orderly and well laid out fashion, including a complete workbench (3'10" X 2'6"). Shore power. Webasto hot water heating thruout. 300' 3/8" chain. (2) #32 Barlow s/t genoa winches. Saturn elec. & manual anchor winch. Wire & rope/wire internal halyards. Radar. Autopilot. Loran. Digital chart plotter w/99 chart memory. (3) private staterms w/queen master. (2) showers, (1) tub. 110VAC & mech. refrig. Hood system on genoa. Full batton main.

\$265,000.

Call 1-206-283-1986

44' GULFSTAR

Very bristol will full electronics, full canvas, roller, zip stop main, gen set & more! Quality condition, boat and gear. Possible trade to quality 36' to 38'. **\$139,900.**

41' Cheoy Lee. Was \$104,000. Now Offers!

40' Valiant PH, bristol \$129,900

53' Roberts. Steel \$133,000/trades

36' Pearson, 40' Cal, 41' Tartan, + 40 more.



GOVE'S COVE

(206) 283-1390

2448 Westlake Avenue N.
Seattle, WA 98109

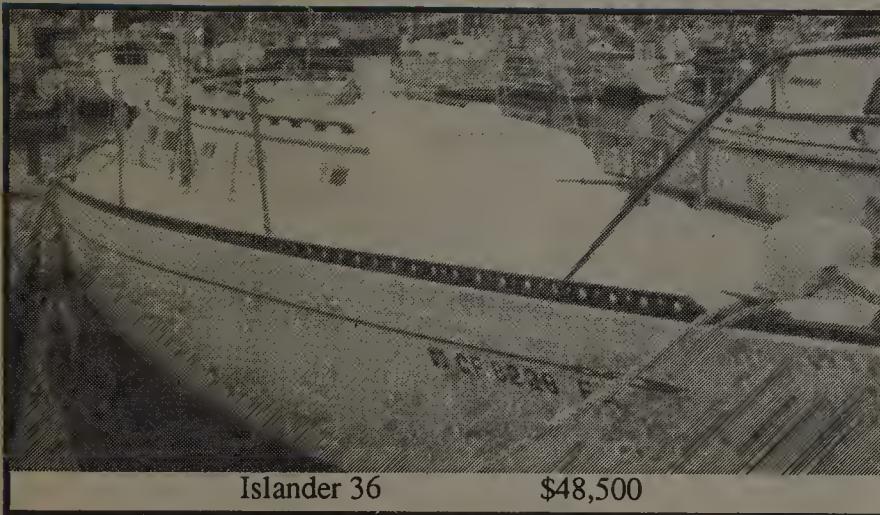


1535 Buena Vista Ave.
Alameda, CA. 94501

415-523-7474

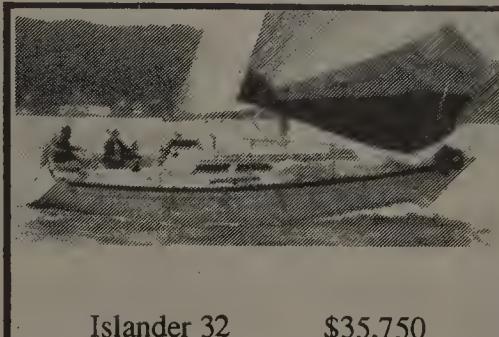
Office Hrs 9-5

Closed Wed.



Islander 36

\$48,500



Islander 32

\$35,750



Catalina 36

\$69,000

BAY & COASTAL CRUISERS

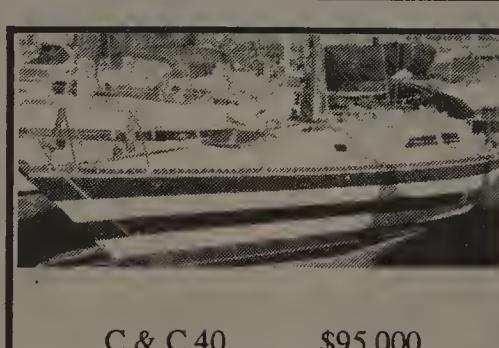
- 25' YAMAHA 16,500
- 27' ERICSON 22,000
- 27' LANCER P/SAIL 27,500
- 28' SANTANA 18,500
- 29' CAL 2-29 22,500
- 29' ERICSON 19,900
- 29' RANGER 24,500
- 30' CAL 2-30 2 FRM 20,000
- 30' PEARSON 303 48,500
- 30' SAN JUAN 26,800
- 30' TARTAN 24,000
- 32' ELITE 49,500
- 32' ERICSON 26,000
- 32' FREEDOM 77,500

PERFORMANCE CRUISERS

- 24' WAVELENGTH 15,000
- 30' P/J 1/2 TON 28,950
- 30' WILDERNESS 18,500
- 33' PETERSON 37,950
- 35' SANTANA 35 49,000
- 38' SODERBERG 45,000

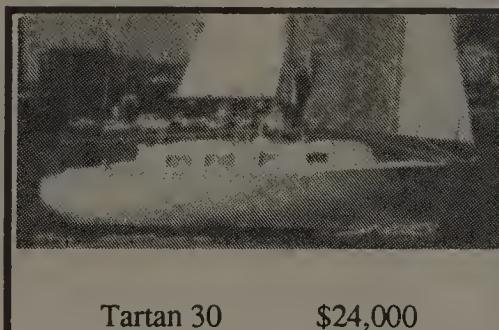
C & C YACHTS

- 24' C & C 10,500
- 25' C & C 12,500
- 27' C & C 19,500
- 40' C & C 95,000



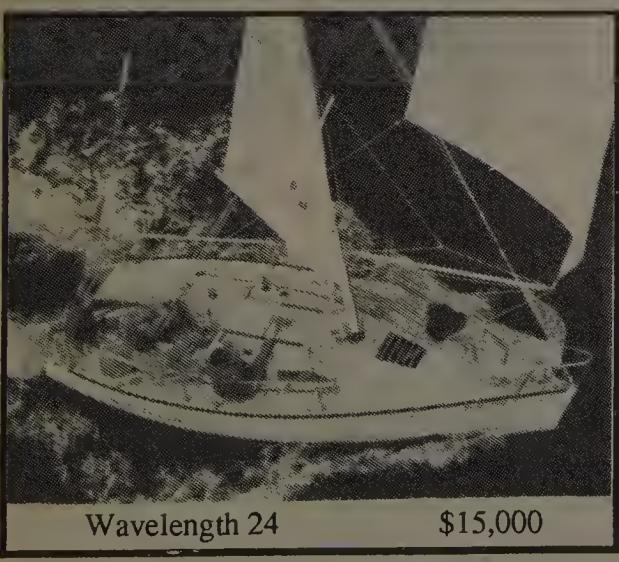
C & C 40

\$95,000



Tartan 30

\$24,000



Wavelength 24

\$15,000

OFF-SHORE CRUISERS

- 27' ORIAN 49,500
- 27' CHEOY LEE 25,000
- 30' FISHER 43,500
- 30' C/L BERMUDA 19,200
- 30' ALBERG 18,750
- 31' CHEOY LEE 24,950
- 32' ISLANDER 35,750
- 35' HALBERG-RASMUS 49,000
- 35' NIAGARA 79,500
- 36' ISLANDER 49,000
- 36' CATALINA 69,000
- 36' CS 75,000

- 36' MORGAN 59,500
- 39' CAL 65,950
- 40' VALIANT 110,000
- 40' MARINER 65,000
- 41' ISL/FREEPORT 94,500
- 45' COLUMBIA 89,500
- 45' HANS CHRISTEN 137,500

POWER BOATS

- 25' BAYLINER 27,500
- 28' SUNDANCER 27,000
- 30' CHRIS CRAFT 24,950
- 42' GRAND BANKS 175,000
- 45' BLUEWATER 110,000
- 57' CHRIS CRAFT 165,000

* Star indicates at our docks

MARIN YACHT SALES, INC.



PERFORMANCE MOTORYACHT



MEMBER

LOWRIE
YACHT HARBOR
40 Pt. San Pedro Road
San Rafael, CA 94901
Phone: (415) 454-7595
FAX: 415-454-2561

41'5" SEA STAR



1984 PILOTHOUSE SLOOP

Aft cockpit,
Aft cabin,
inside/outside
controls,
45hp diesel,
Hood stowaway
boom.

Asking
\$105,000



31' CAL

1980 diesel sloop. Wheel, sleeps six, well outfitted from Barients to five bags of sails; very clean and well kept. Asking \$35,500.



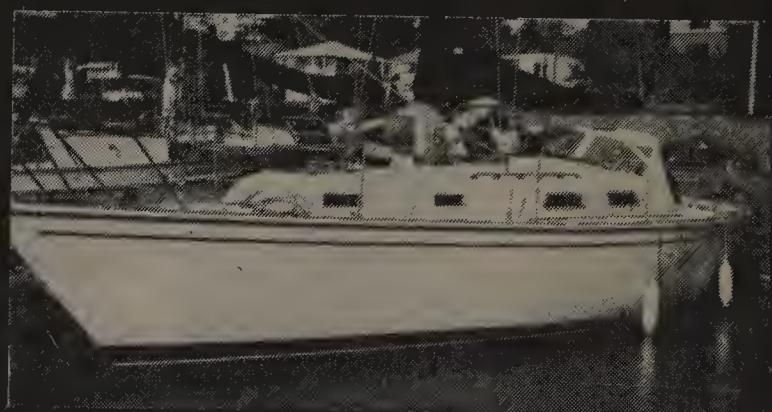
52' DeFEVER

Flush Deck Trawler. The true world traveler. Built of steel and powered by Cummins - holds 3,000 gal fuel, 1,000 gal water! She's ready if you are - if you're not, we have other Bay and Delta types for you. Asking \$225,000.



PT 52

Motoryacht. With Twin 300 Cummins, generator, 2-3-4 state-rooms, two heads, two showers, delivered San Francisco. \$299,500.

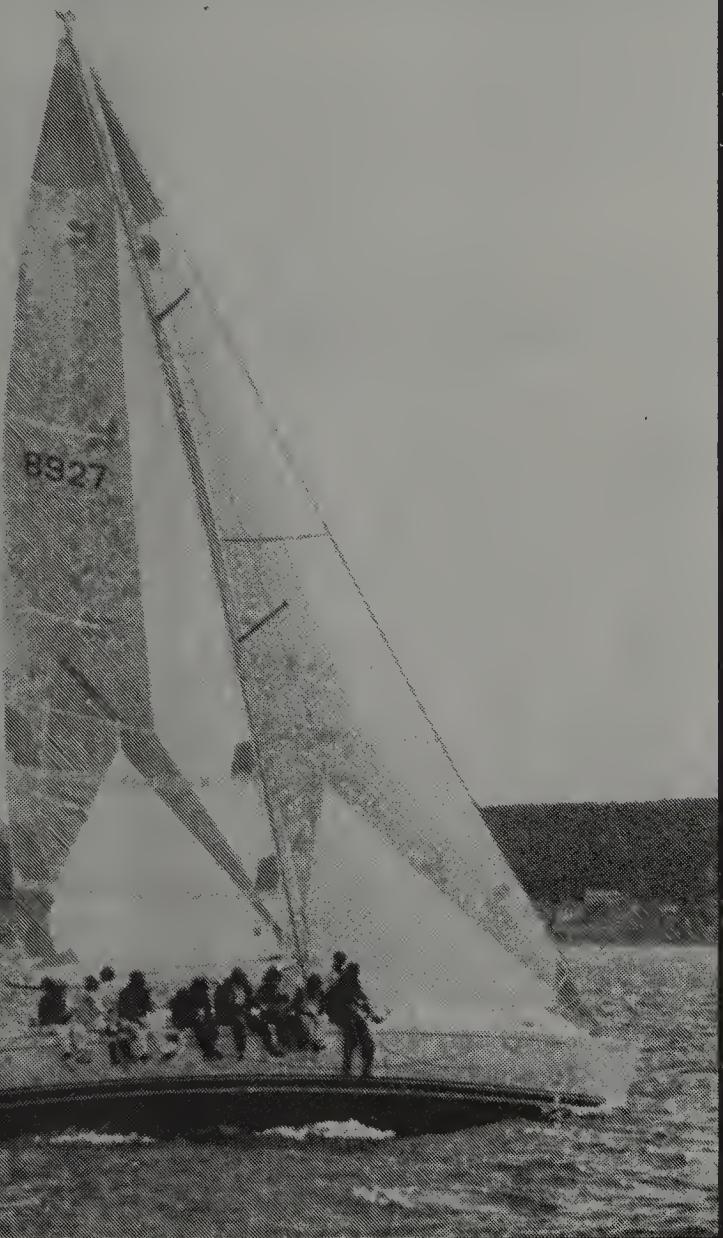


34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. Asking \$68,000.

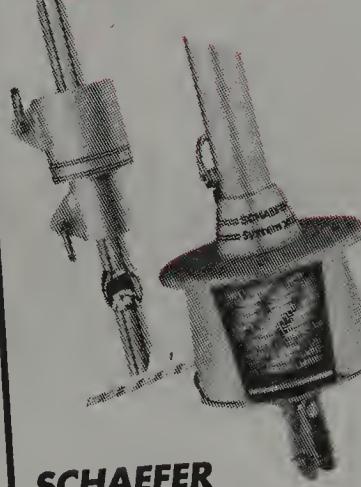
Larsen Sails

SERVING THE BAY AREA FOR 20 YEARS



CALL TO DISCUSS YOUR
RACING OR CRUISING
NEEDS OR SEE US AT:
THE NORTHERN CALIFORNIA
BOAT SHOW,
MARINA VILLAGE,
APRIL 21-29

DID YOU KNOW?



SCHAEFER
SYSTEM
2000

LARSEN FACTS:
A roller furling
system can make
sailing safer and
easier than you
ever imagined.
Larsen can specify
a system, recut sails
(if necessary) and
install the furling
gear at your slip — easy!



Larsen Sails inc.

Designed for Speed — Engineered for Durability

Dealers For: Headfoil, Musto, Harken, Dutchman, Stoboom, Schaefer, Profurl

Pt. Richmond
Bruce Powell
(415) 237-3301

Santa Cruz
Bob White, David Hodges
(408) 476-3009

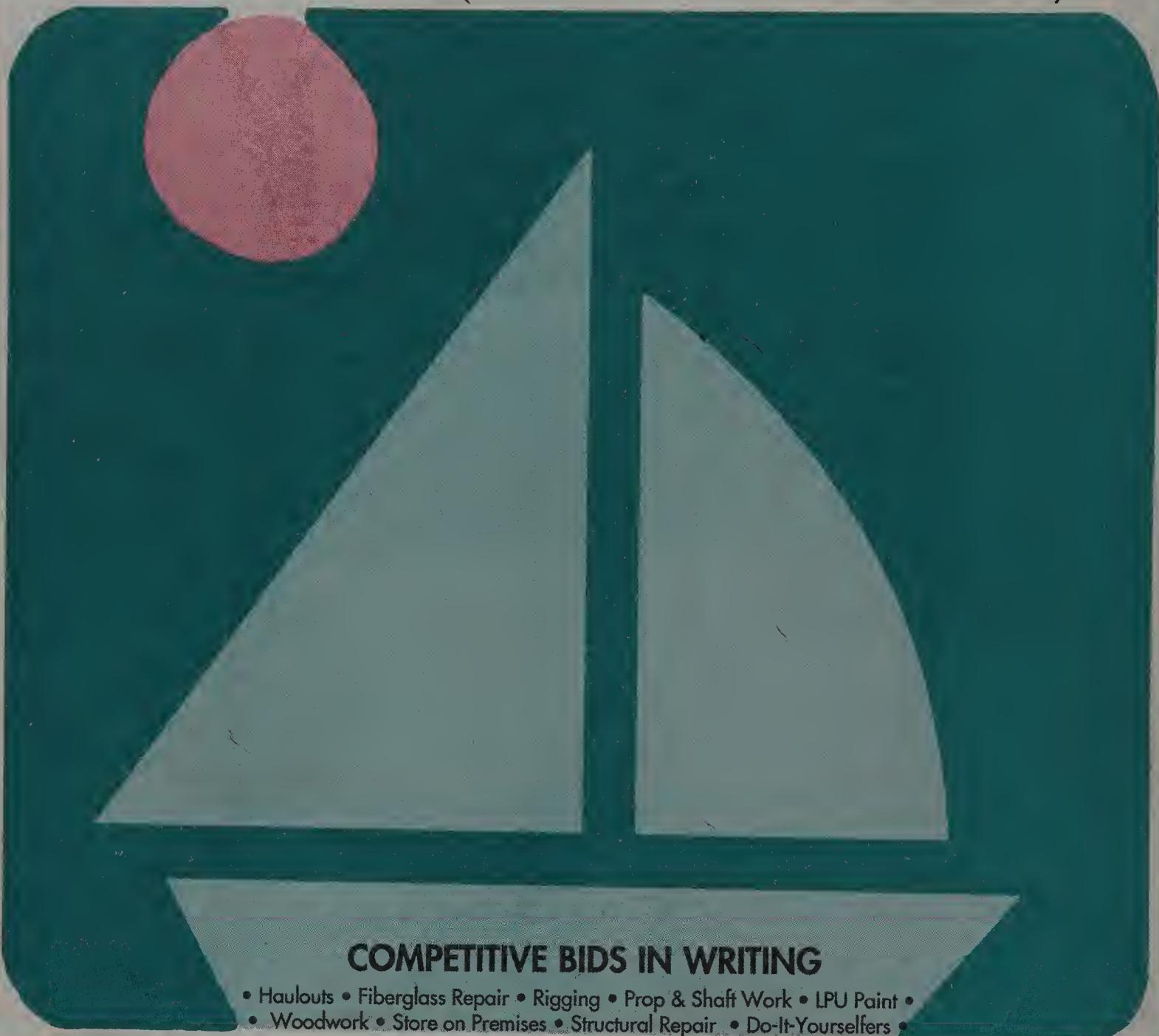
Monterey
Jim Womble
(408) 372-8666

Stockton/Delta
Pat Brown
(209) 838-3285

FAX 408-479-4275

Nelson's Marine

The Boatowner's Boatyard



COMPETITIVE BIDS IN WRITING

- Haulouts • Fiberglass Repair • Rigging • Prop & Shaft Work • LPU Paint •
- Woodwork • Store on Premises • Structural Repair • Do-It-Yourselfers •
- Blister Repair with Warranty •

Professionals with Integrity

Nelson's Marine

2229 Clement Avenue
Alameda, CA 94501
(415) 536-5548